

ALL HANDS

March 1969





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

MARCH 1969

Nav-Pers-O

NUMBER 626

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Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant. PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The rate for ALL HANDS is 25 cents per copy; subscription price \$2.50 a year, domestic (including FPO and APO address for overseas mail); \$3.50 foreign. Remittances should be made to the Superintendent of Documents. Subscriptions are accepted for one, two or three years.

● FRONT COVER: ON CRUISE—Nuclear powered guided missile frigate USS Bainbridge (DLGN 25) leaves a wide wake as she makes a starboard turn during operations on the high seas.

● AT LEFT: HELO LIFT-OFF—Photographer's Mate 3rd Class Don Mazoch shot this photo through a window of a Sea Knight helo during Vietnam amphibious operations from the deck of USS Tripoli (LPH 10).

This magazine is intended for 10 readers. All should see it as soon as possible.
PASS THIS COPY ALONG

ASHORE, AFLOAT, AND IN THE AIR—

Lifesaving

The following report, an on-the-scene account for ALL HANDS readers, tells a story of the role of a dedicated but seldom publicized group serving in Vietnam. The scenes depicted would have been familiar to an observer present during the past year, and earlier, and are a tribute to the work of the Navy's medical team, the members of the Medical Corps, the Hospital Corps, the Nurse Corps and the Medical Service Corps. This report is only a small part of the Navy medical team's story, at home and overseas.

TWO HELICOPTERS hurry in different directions over the South Vietnamese countryside. Both carry a precious cargo — wounded American servicemen. The choppers on medevac missions constitute a major reason why these wounded men have a better chance

of survival than their counterparts in previous wars. Some of the other reasons await the helos at their destinations:

Stretcher-bearers, waiting in the receiving and triage area of the U. S. Naval Support Activity Station

Hospital in Da Nang, hear the roar of the approaching helicopter and grab their stretchers. The bearers scramble through the dust stirred by the churning chopper blades and unload the casualties.

Critical patients with severe wounds go into the receiving area — a quonset hut with rows of saw-horses for the stretchers and bottles of saline solution to replace body fluids. Tourniquets and splints are ready if needed.

Outside, in the shed-like triage area, stretchers are placed on saw-horses. Clothes are cut away. Blood samples are drawn. Intravenous solutions are started. Tourniquets and splints are applied. Vital life signs are checked. Mud-caked clothing and old bandages begin to cover the concrete floor. Young corpsmen, some not old enough to vote, are rapidly and expertly saving lives.

They place pillows beneath heads, pat shoulders, offer words of encouragement and light cigarettes for the men on the stretchers. For 30 minutes triage is organized pandemonium. Quickly the area empties. Casualties are sent to X-ray, treatment rooms, clinics, wards, or the preoperative area.

USS Sanctuary (AH 17) and USS Repose (AH 16) in Vietnam.



Team



QUIET settles over the triage area again. Silently the litter is swept away, hoses spray the area and leave the deck clean. Saw-horses are realigned and the shiny bottles of intravenous solutions are readied and hung from the overhead lines.

Corpsmen in green fatigues and white T-shirts drop in the handiest spot. Sweat from the tropical heat and the fever of their work soaks

their clothes. They light a cigarette and take a long, slow drag. Their shoulders sag from deep fatigue. Their hands and heads hang limp.

Often the casualties come in so fast that lunch trays have to be ordered from the dining hall. During a lull the corpsmen gulp their food. Before the last drop of milk is down, the choppers start coming in again. Trays are hastily piled in the corner and the scramble is on

once more. Finally the group of casualties is processed and the corpsmen have another moment to rest.

Chief Hospital Corpsman Donald I. Weakley is the enlisted supervisor of the Casualty Receiving Unit. Often, after such a tiring period he tells his men, "Why don't you guys go and get some rest? I think we're clear for awhile now."

"No thanks, Chief," they reply.

Operating room team at work aboard USS Sanctuary. Above: Corpsmen aid walking wounded to medical evacuation helicopter for quick trip to hospital.





Chopper brings battle wounded to Da Nang Naval Support Activity Hospital.

"We'll stick around. We're not tired."

Their sweaty faces and sagging shoulders tell another story — but they stay. Often their 12-hour shift stretches much longer.

Enlisted corpsmen are the most highly decorated group of men in the Vietnam conflict. Chief Weakley points out that "The corpsmen in the field have done a great job of keeping these guys going until they get to the hospital. I've seen them use everything from bamboo shoots to ball-point pen casings for

breathing tubes, and leaves for bandages."

EACH MAN who works in the triage area is a volunteer. If, after a few months, a man can no longer withstand the strain of the arrival of casualties, he will be transferred to one of the hospital's wards.

"Triage" is a French word defined as "The sorting and first-aid treatment of battle casualties in collecting stations at the front before their evacuation to hospitals in the rear." In the heat of South

Vietnam the corpsmen and doctors have given triage special meaning.

Behind the helicopter pad and receiving area at the Naval Support Activity Hospital at Da Nang there is a complex of metal buildings and quonset huts that covers nearly 50 acres. The buildings house a fully air-conditioned well-equipped hospital.

Minutes after his arrival, the casualty is on his way to the X-ray unit. An automatic processor takes the X-ray negatives, develops and dries them for reading in three and a half minutes. If necessary the X-ray technicians can do a complete body series of more than 50 X-rays in 10 minutes. A record of 37 emergency X-rays were once taken in four and a half minutes.

From X-ray the casualty is sent to a ward, a special clinic, a treatment room or the preoperative area. From pre-op he may go to one of the eight modern, tile and stainless steel operating rooms. Here doctors, corpsmen, and nurses, oblivious to the heat, dust and sandbags outside, work to save lives.

And it's here where teamwork really counts. Patients with multiple wounds may have as many as three or four surgeons operating on them simultaneously.

WHEN THE PATIENT comes from surgery he is placed in the intensive care unit under the constant care and supervision of Navy nurses and corpsmen. Oxygen is piped through tubes in the walls, machines at each bedside monitor body functions and keep the patient breathing, plastic tubes carry blood and saline solutions into the veins and blood pressure cuffs are always nearby.

Combat situations account for about 40 to 45 per cent of the admissions, while the remainder are the victims of disease and climate. The vast majority of the patients admitted to the hospital are either returned to active duty or are evacuated to other hospitals for further treatment.

The station hospital has often been threatened by attack. Rocket and mortar attacks have caused shrapnel damage to the wooden fence around the helicopter pad, to concrete walkways, ambulances and wards. In March 1968, a rocket damaged the new urology building and blasted a large hole in an adjacent ward. Four patients were reinjured, but none seriously. Several corpsmen also received wounds.

Standard procedure for the corpsmen is to don flak jackets and helmets and keep working.

Da Nang's station hospital has a number of people conducting research in the frozen blood bank, shock study team, and the preventive medicine unit.

The frozen blood bank, used for the first time in a combat area in 1965, has a storage capacity of 3000 pints. Approximately 150 pints of frozen blood, supplied by the Chelsea, Mass., Naval Hospital, are maintained at all times.

SINCE MOST of the patients requiring blood were in shock, it became apparent that studies were needed to gain knowledge for better patient care. Thus, the inception of the shock study team.

Here, doctors and corpsmen from the team follow patients through the hospital from the time they arrive in receiving until they leave the hospital. Other corpsmen back them up with analysis from their specialized laboratory.

When the patient first arrives, one of the corpsmen draws blood and urine samples. These samples are analyzed to determine the amount of blood the patient has lost, the amount and types of gases in his system and other factors relating to his stability.

The findings of these tests are usually completed before the patient is ready for surgery. The tests result in greatly improved casualty treatment.

The hospital personnel are interested in preventing illness and disease as well as curing patients. The preventive medicine unit of-



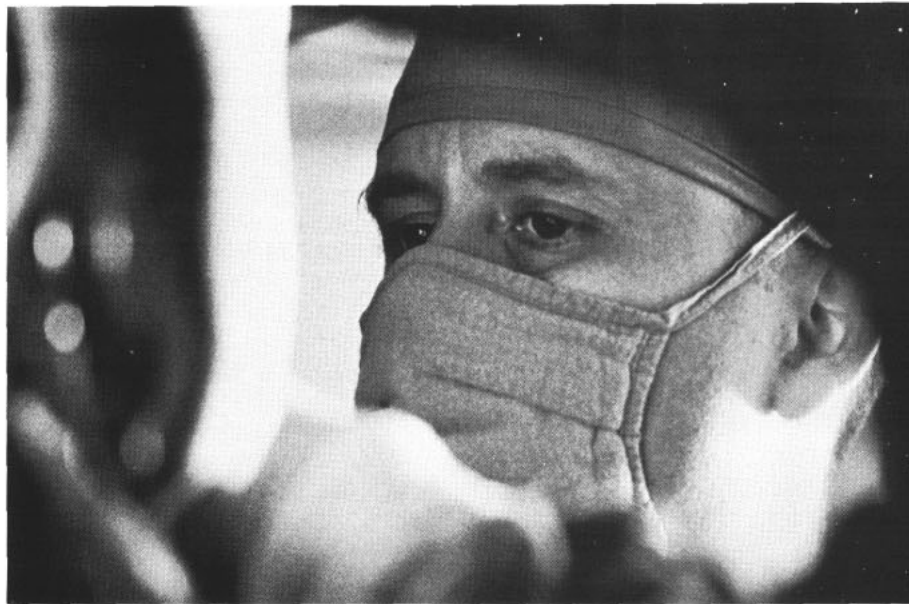
Wards at Da Nang Support Activities Hospital are air-conditioned and equipped with latest medical facilities.

fers specialized advice and recommendations where matters affecting the health and well-being of troops in the field and afloat are concerned.

The presence of such a hospital, only minutes away from the battle-

fields by helicopter, is a morale booster to servicemen in combat.

MEANWHILE, the second helo has made its way to the coast, where offshore a white U. S. Navy ship waits serenely.



An off-duty corpsman sprawls on the wooden deck of the hospital ship *USS Sanctuary* (AH 17) writing letters and listening to music from his tape recorder through earphones. He stops writing, drapes his earphones around his neck, and begins adjusting his tapes.

Through the open doors of the recovery room come the soft sounds of a feminine Georgia accent. It belongs to one of the ship's 29 Navy nurses. Dressed in a green surgical smock, she chats with one of the ship's corpsmen as they prepare for the next influx of patients.

Out on the windy helo deck, a ship's crewman repaints the white line which borders the helicopter landing area. He pauses and shakes the paintbrush, sending a spatter of white into the blue water of the South China Sea.

Then over the ship's loudspeaker comes a loud, clear voice: "Naval hospital . . . man your patient-handling stations for helo."

The painter plops his brush into the paint bucket and scurries off the helo pad.

The doctor leaves the International Ward and heads for the ship's triage ward, where corpsmen prepare intravenous solutions and first-aid equipment for the casualties soon to come in the approaching helo.

The nurse cuts her discussion short and begins giving crisp instructions to corpsmen — the wounded may need surgery in a matter of minutes.

The corpsman on the ship's deck looks up from his tapes, remembers he's off-duty, but rises and walks to triage anyway. They may need extra hands.

THE HELO LANDS. Stretcher-bearers, grimacing against the heavy, whirling wind from the rotor blades, reach the open door of the chopper with their stretchers.

They carry four wounded men from the helo, and down a canvas-covered ramp leading to the triage

(Continued on page 9)



Navy Nurses: Their

In August 1967, the Navy gathered a group of volunteers for an invasion into Da Nang, South Vietnam. The volunteers numbered only 20, and their armament consisted of crisp white uniforms, lipstick, perfume, tenacity, and a powerful weapon called TLC.

Their target was the wounded and sick young men who were fighting in Vietnam. The volunteers were members of the Navy Nurse Corps, and their special weapon was Tender Loving Care. This group of volunteers became the first women in the Nurse Corps' 60-year history to be stationed ashore in a combat zone. The original 20 are gone now, but in their place are 33 more nurses, serving beside the doctors and corpsmen, treating the battle casualties.

The Navy nurses, in their white uniforms, brought a touch of femininity to the Station Hospital. The nurses were the intangible and indefinable element that made complete the modern, 600-bed facility.

The sight of a woman in white is a welcome surprise to the wounded and sick young GIs. Many stare in disbelief, the expressions convey their apprecia-

tion, and for a few moments they forget the pain.

Months in the field make the young men wonder if there is still a real "world." The nurses bring it back to them.

The lonely men, the injured men, reveal to the women the fears, the hopes and dreams that they could never share with their foxhole buddies. The nurses become their confidantes — temporary substitutes for the women they left at home. The nurses themselves experience concern and compassion that might have been hidden in their more routine stateside existence.

The roar of the helicopters bringing in more casualties becomes a familiar sound — night and day. Each chopper means more wounded men that need medical help and TLC.

THE INCOMING choppers hold a special fear for a few of the nurses. Some have brothers, fiancées, or even fathers in Vietnam, and the fear is that one day there might be a familiar figure lying on one of the stretchers.

Many of the nurses have met and renewed friendships with corpsmen who worked for them

Traction on battle casualty is adjusted by Navy Nurse, LT Sue McCumber, and corpsman aboard USS Sanctuary.

in the peaceful wards of hospitals in the States.

"You are concerned about all the young men, but when it is someone you know, it really gets to you," comments one nurse.

Nursing in the combat zone is unlike anything the nurses have ever experienced in their careers. They see extremely traumatic multiple wounds that would nev-

air-conditioning, companionship and conversation. They talk of good times at previous duty stations and of home, family and pets. Regardless of how an evening begins the conversation usually turns back to the hospital wards.

A challenge is mentioned and everyone's mind snaps back to nursing. It is a 24-hour job and they cannot forget the patients for long. Their nursing objectives are the same as they would be elsewhere — sustaining life — but their proximity to the fighting makes forgetting impossible.

Prescription Is TLC

er appear in a stateside ward or emergency room. Another thing they find amazing is the courageous spirit of the young men and their lack of bitterness at being wounded.

"Youth and resiliency are what keep many of them alive," states one nurse. "And they feel guilty about being in the hospital. They have a job to do and want to go back out and finish it."

The Navy nurses have found that nursing in Vietnam is an endless series of challenges and rewards. The physical injuries are a challenge to their nursing skills; the contagious spirit of the fighting men is their personal reward.

"We have no problems, only challenges," is almost a motto for the nurses. Anyone using the word "problem" is soon corrected. Boosting not only the patients' morale, but their own, is another of the challenges facing the nurses. They seek laughter and relaxation when and where they can.

A FAVORITE spot for relaxation is the lounge of their quonset hut quarters. Outside there are sandbags, barbed wire, heat and dust. Inside there is quiet

As the evening shift comes off duty the lounge becomes crowded and the tempo of conversation increases. But suddenly, above the din of chatter, a familiar, chilling sound is heard — the rattle of a machine gun and the boom of mortar fire. Everyone becomes tense and listens. The big question is in every mind: "Is it outgoing or incoming?" The phone jangles and the word is passed: "Condition One."



Navy Nurse LTJG Mary Overstreet checks patient's pulse and blood pressure in recovery room.

NURSES SCATTER, bang on doors to awake the sleeping, and then shrug into flak jackets and helmets. Quickly they roll under their beds . . . silently praying that it is just an alert and not incoming fire. In the darkness, they wonder what is going on in the wards. Is the hospital being hit? Are the patients safe?

"It's much better to be busy on the wards during an alert," says one nurse. "Back in the quarters you just lie there and worry. On the wards there are patients to look after."

The nurses in the wards have the task of getting a man out of his bed and under it, with a flak jacket and helmet for protection. If a patient cannot be moved he must be kept calm. His training and instinct tell him that he can't just lie there. A nurse stands beside his bed and tries to get his mind off the noise — often talking as much for herself as for her patient.

The nurses in the quarters may be under the beds for a few minutes or a few hours. Some nurses have become so accustomed to the alerts that they keep a pillow and blanket on the foam pad beneath their beds. Even when the "all clear" finally sounds they remain there and finish the night's sleep. Tomorrow will be another day of casualties and the rest is badly needed.

When the shortage of personal comforts (cosmetics, clothes, etc.), short shower hours, workload, monsoon rains and heat and dust start to drag their spirits, the nurses remember the men in the field — the men who seldom see a shower or eat a hot meal. "Then we don't really feel so bad," they say.

They remember too, the grateful smiles, the outstretched hand, the feeling of being needed — the special rewards of combat nursing.

—Story by Julianne Dodson,
Journalist 3rd Class, USN.

Sanctuary on the High Seas

TWENTY-NINE nurses live and work aboard the hospital ship *Sanctuary* operating off the coast of South Vietnam. It means caring for wounded men brought in by helicopter pilots.

They play a major role in the well-being of their patients. They lift morale, simply because they are American women — a rarity in the combat zone.

One patient woke up to a female voice and said, "Ma'm, just keep talking. I don't care what you say, it's just so good to hear an American girl's voice."

A nurse smilingly commented, "You begin feeling like a movie star after awhile. The patients take your picture every day."

"Sometimes we're the first girl they see when they come off the battlefield. They're always so surprised. One fellow said he thought he had died and gone to heaven . . . of course he may have been teasing me."

One nurse is assigned to each ward, with several hospital corpsmen assisting her. The nurses not only care for the patients, but also supervise the corpsmen and train them in special techniques.

Though the nurses have each worked in a special field at one time or another, they can pinch-hit for one another in emergency

situations. Some have worked in intensive care units, others in surgery.

Their hospital, *Sanctuary*, their home as well, in some respects resembles a pleasure liner. The ship's passageways are wider than those on most Navy ships, to allow passage of two-wheeled stretchers. Her decks are wooden, and her stairways are just that, instead of the hard-for-a-girl-to-navigate ladders common to most ships.

NO PLEASURE liner, however, maintains 20 wards, four operating rooms, a pharmacy, and an artificial heart machine. And her two obvious distinguishing characteristics — the distinct smell of antiseptic and the red crosses on her white superstructure will bring any guest or newly arriving nurse sharply back to reality.

A reality which includes hospital beds with severely wounded casualties.

"I was really shocked when I first arrived . . . it's very difficult being young and seeing another young person so badly hurt," said a 24-year-old lieutenant. "And it's really surprising that so few complain . . . most are thankful for the medical teams which got

them medical attention so quickly."

Association with their patients doesn't end when the nurses leave the wards, recovery, and operating rooms. They carry them in their thoughts to the wardroom, the lounges, and back to their cramped quarters. Here they lounge on their built-in bunks, and desk chairs . . . rising only occasionally to peer out the porthole . . . and they discuss how many casualties the helos have brought that day and why.

Even the whir of the hair dryer in their modern, but do-it-yourself beauty salon does not completely erase the hacking sounds of helo landings earlier in the day.

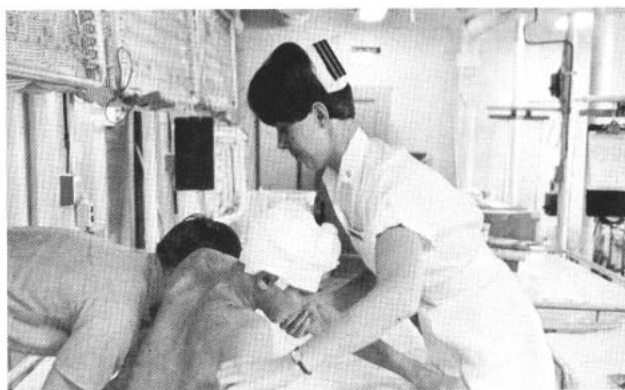
Their blue bathtub, a gift from the crew of *uss Vega* (AF 59), does offer some comfort. Here, after a tiring 12-hour shift a nurse can lie in the tub partly filled with hot water and relax.

The close ship's quarters day after day become frustrating. "One of the more difficult parts of our assignment," said one, "is the confinement. In the last six months I've been off the ship only three times. And there is a lack of privacy which is hard to get used to."

A recent arrangement now provides for an exchange program between the *Sanctuary* nurses, and those stationed at Da Nang Station Hospital. This permits the nurses not only to walk on land for awhile, but also to compare their floating hospital with the one ashore.

Why did these nurses volunteer to serve on a hospital ship? Some wanted adventure, some travel, some to serve their country in the best way they knew, and most for a combination of these.

—Story by C. A. Shaw,
Lieutenant (jg), USN.



Navy Nurse LTJG Karen Schulstad assists patient aboard hospital ship.

area. Here the wounded are gently lifted from the stretchers onto tables covered with green sheets. Corpsmen begin checking life signs. All are conscious, but one is too badly wounded to talk. A corpsman rips off the pants leg of a Marine's green fatigues. "What happened?" he asks. "Ambush?"

"Nope . . . just a booby trap."

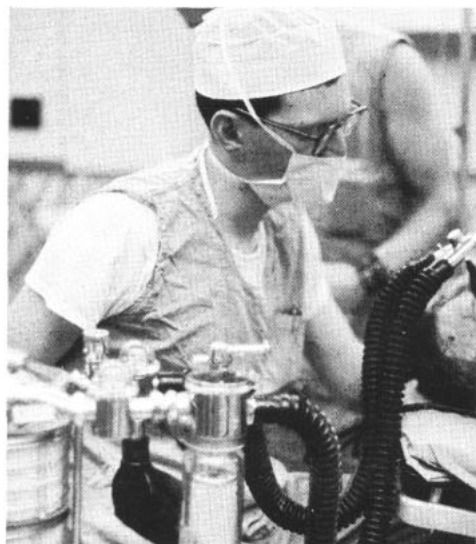
These are the people of *Sanctuary* — the corpsmen, doctors, nurses, ship's crew — and the

Aboard both ships there is running water, clean linen, hot meals, air-conditioning, pillows, radio, and nurses. All are important, and they play a big part in the well-being of the patients.

ONE of the patients remarked, "Man, when you get hit you don't think of much else but the pain . . . and wonder if you'll ever make it home again in one piece. But after coming aboard this ship

aboard in our intensive care unit. He came in very agitated. He felt he was dying and didn't want to do so while still aboard our ship. He wanted to be on land among his own people." The sergeant was transferred to a Saigon hospital.

There are over 300 doctors, dentists, nurses, corpsmen, and medical service personnel assigned to carry out the ship's medical mission. The ship has modern X-ray facilities, a laboratory, a pharmacy,



Male nurse anesthetist administers anesthesia at Da Nang Support Activity Hospital.



Member of Preventive Medicine Unit examines tray of anopheles mosquitoes.

wounded young soldiers, sailors and Marines who fight in the Vietnam conflict.

The hospital ship differs from most Navy vessels in that she has two separate crews — one for the hospital, the other for the ship. Each has its own commanding officer.

The ship, which has four operating rooms and 20 wards, contains facilities comparable in many respects to those at the Navy Medical Center at Bethesda, Md. Ultramodern equipment at the fingertips of the medical team, such as a heart and kidney machine, complements their years of training.

Sanctuary and her sister ship *Repose* (AH 16) ply the South Vietnam coastline from Da Nang to Wunder Beach, about 10 miles from the Demilitarized Zone.

. . . well, it just plain makes you feel like you've got a good chance after all."

In *Sanctuary's* first year on the line in Vietnam, her officers and crew cared for over 15,000 patients. More than one-third of these were admitted to one of the many hospital wards for detailed medical and surgical treatment and the majority were soon returned to active duty. Many of the others who needed further convalescence were evacuated to stateside hospitals near their homes.

Besides caring for American servicemen, *Sanctuary* also maintains an extensive program of caring for Vietnamese wounded — which sometimes poses some rather special problems.

One nurse recalled, "We had a Vietnamese gunnery sergeant

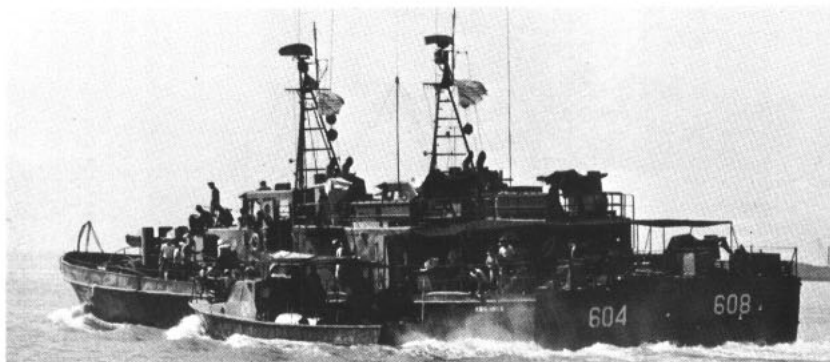
and complete dental equipment.

There are two blood bank refrigerators capable of storing more than 1000 units of frozen blood between them.

A modern medical technique used aboard ship is FAST — Fluorescent Antibody Staining Technique. This permits doctors to recognize quickly disease-causing organisms. In Vietnam, especially, this recognition is important. Of the over 4000 admissions to *Sanctuary* in one nine-month period, over half were due to disease.

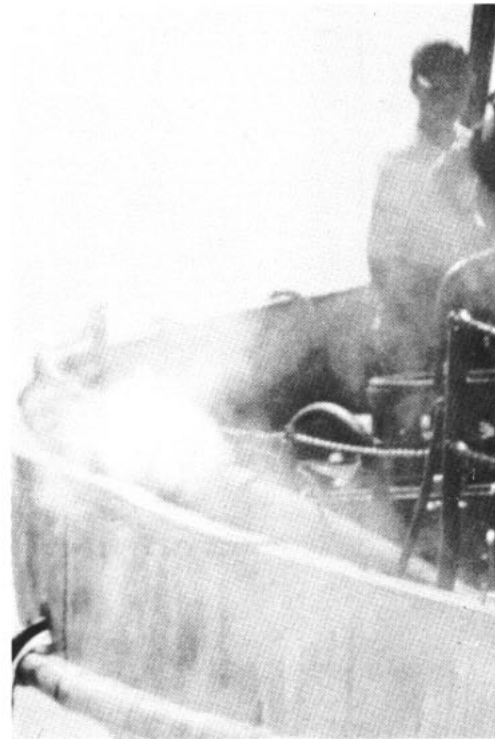
The mobile helicopters, the hospital ships, and Da Nang station hospital — each with its skilled and determined personnel — are a winning combination in South Vietnam.

—C. A. Shaw, LTJG, USN
and J. Dodson, JO3, USN



DC TEAMWORK

From the Top: (1) Helicopter from USS Eldorado (AGC 11) lowers emergency gear. (2) Crewmembers help lash Keongua to assisting Vietnamese gunboat. (3) and (4) Teamwork keeps the pumps running and the gunboat afloat. (5) Portrait of USS Eldorado. (6) Crewmembers of Eldorado set up water pumps in the engine room.



USS *Eldorado* TO THE RESCUE

THE AMPHIBIOUS communication ship USS *Eldorado* (AGC 11) rested silently in Da Nang Harbor. Crewmembers went about the daily routine. Suddenly the morning work schedule was interrupted by the blaring of the ship's intercom system.

"Away the rescue and assistance detail."

Immediately this team of specialists boarded the ship's boat and departed for the scene of the emergency. Not far from *Eldorado*, the crew of the South Vietnamese gunboat *Keongua* (PGM 604) were fighting desperately to save their small craft.

After striking a submerged rock and ripping a gash in the underside of her hull, the Vietnamese gunboat sent a request for assistance to *Eldorado*.

"We arrived on the scene at the same time as a second South Vietnamese gunboat," said Chief Warrant Officer William G. Naber, USN, who directed much of the team's efforts. "After boarding the sinking

craft, we helped the crew lash *Keongua* to the assisting Vietnamese boat."

The crippled boat had lost all power, and the rock had made a split in the hull three feet long and four inches wide, tapering to a running crack. The men of *Eldorado* went right to work setting up two auxiliary water pumps in the engine room.

Water was rising to a six-foot level inside the engine room, but the pumps managed to keep ahead of the seawater. Adding to the problems, toxic fumes from the pumps began filling the remaining space.

"Several men were almost overcome by smoke," said the ship's assistant damage control officer.

FOR TWO HOURS the team, composed of *Eldorado's* First Lieutenant, four damage controlmen, two hospital corpsmen, a signalman, a radioman and 15 deck seamen, fought to save the vessel.

After the damaged craft was towed to the pier of a South Vietnamese naval base, the crew concentrated on putting a temporary patch on the hull.

"The patch was at best only a makeshift one," said Naber. "Skin divers from the Da Nang Naval Support Activity took a mattress and wooden plugs, and stuffed them into the hole from the outside of the hull."

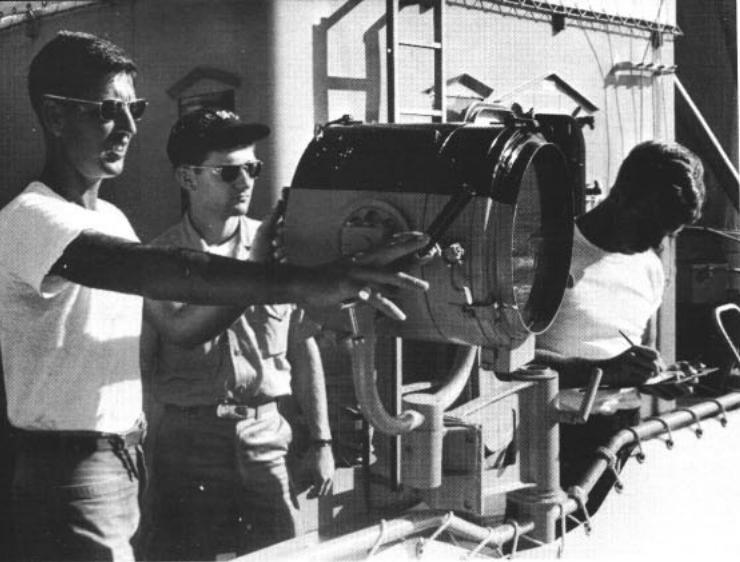
The ship's helicopter helped by lowering additional emergency gear to the team. At one time a damage control pump specialist was lowered by the helo.

"After they lowered me from the helo, I had my hands full with those pumps," said Shipfitter 3rd Class Kermit Muse. "They were having trouble keeping the pumps running. I ended up priming them by hand."

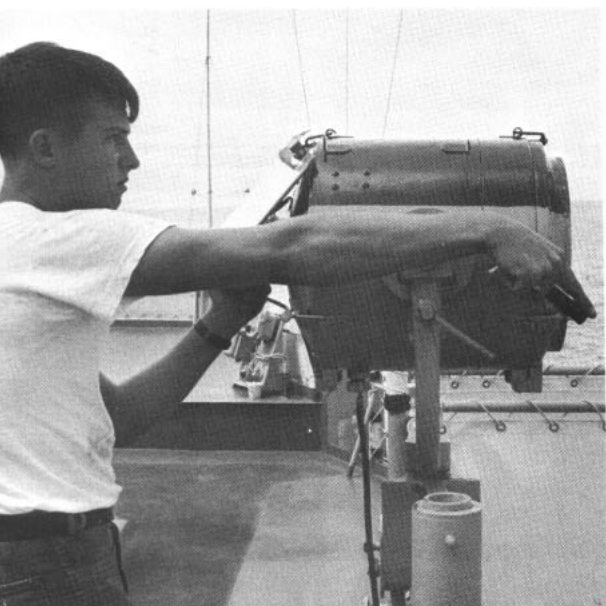
The crew received a grateful "thank you" from the South Vietnamese for doing an outstanding job.

—Richard A. Reece,
Journalist 3rd Class, USN.





MESSAGE MEN—Signalman 1st Class John C. Baldwin, ENS Barry R. Tyo, and Signalman 3rd Class David H. Divell flash message. Below: Seaman Lester Carver at signal lamp.



SEMAPHORE—Signalman 2nd Class Gregory S. Smith waves out a message from his destroyer's bridge.



SIGNALMAN 2nd Class Gregory Smith looked out over the rail and squinted at the sinking light on the distant ship. Then he dictated to a seaman who was taking down the message.

From the top deck of the destroyer *uss Robert Wilson* (DD 847), Petty Officer Smith and half a dozen other Navymen were busy with the routine messages flashing among the ships of Destroyer Division 362 on Yankee Station.

They were performing a job that is one of the oldest in the sea service—and one of the most important—communication between ships at sea.

As signalmen they have to be fast, accurate and versatile.

They work with semaphores,

blinker lights and the flag hoist—all traditional Navy tools of the trade. Even in today's age of electronics, the Navy still uses these time-honored devices except during heavy weather, when visual signaling becomes impossible.

"Two reasons," said Signalman 1st Class John H. Chamberlin. "First, the signals are international. We can talk with just about any ship in the world.

"Security is the second reason," Chamberlin continued. "At more than three miles, the flag hoist becomes unreadable. Even with excellent visibility, our flashing lights can't be read from more than 10 miles away."

That makes the Navy signaling de-

BRIDGE TEAM —

QUICK AS A FLASH

vices ideal for squadron or convoy communications where ships travel relatively close together. Prying eyes on distant ships simply can't make out the messages.

WHEN OPERATING in an enemy area where a flashing light might betray the position of their destroyer, the crew uses infrared blinkers.

Signalman 1st Class John C. Baldwin explained that infrared light can't be seen with the naked eye, but with a special receiving unit the rays can be detected and read.

Further security includes the use of codes when hush-hush information is passed between ships. "We just send or receive the signals; we

ALL HANDS

don't know what they say," Baldwin said. "All coded messages are taken down to Radio where the cryptomen break them."

Colored lenses for the signal lamps also play a role on the signal bridge. Besides reducing the brilliancy of the white light, they are color-coded for different types of operations.

Amber lenses are used when destroyers or small ships are operating together; red indicates the ship is working with a carrier; green is used when river flotilla forces are involved.

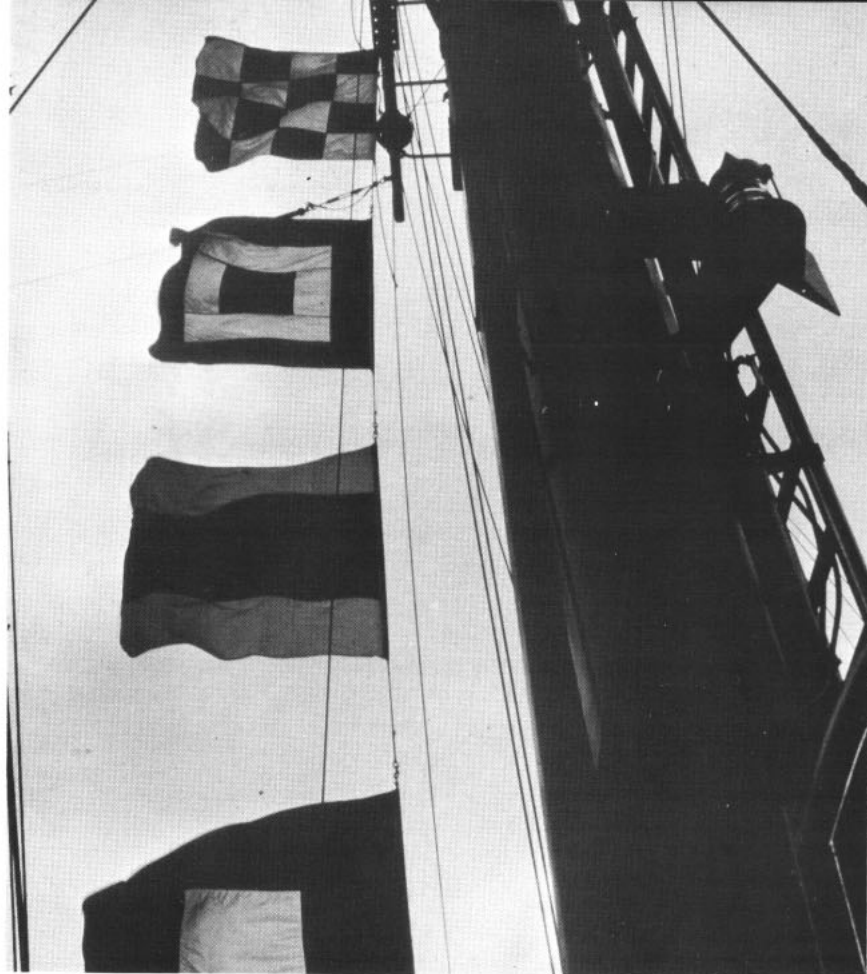
"Whenever we can, we like to use the semaphores, though," Baldwin commented. "They're much faster. A man on the light can send six to 10 words a minute; with the flags, a good man can hit up to 20 words a minute."

Because of limited range, the ships have to be within a couple of miles of each other or in port before the signalmen break out the bright red and yellow semaphore flags.

THE FLAG HOIST has a number of uses, but on the business end, the signalmen run up flags and pennants that announce everything from gunnery exercises to divine services.

Then there's protocol. Part of the crew's job is to render honors to senior U. S. ships, to ships of other countries and to flag officers. They also set up the rainbow colors of dress ship at least four times a year on such special occasions as Independence Day or Washington's birthday.

The 3rd class petty officers, seamen and seaman apprentices on *Robert Wilson's* signal bridge actually handle most of the ship's mes-



sage traffic, under the direction of the communications and signal officer, Ensign Barry R. Tyo.

The procedure for sending a message begins when the signalmen get a standard message form from the ship's captain or a flag officer on the bridge. They send the message immediately, record it in their log and report back to the bridge that the message has been transmitted.

Just what kind of messages flit back and forth at sea? There are

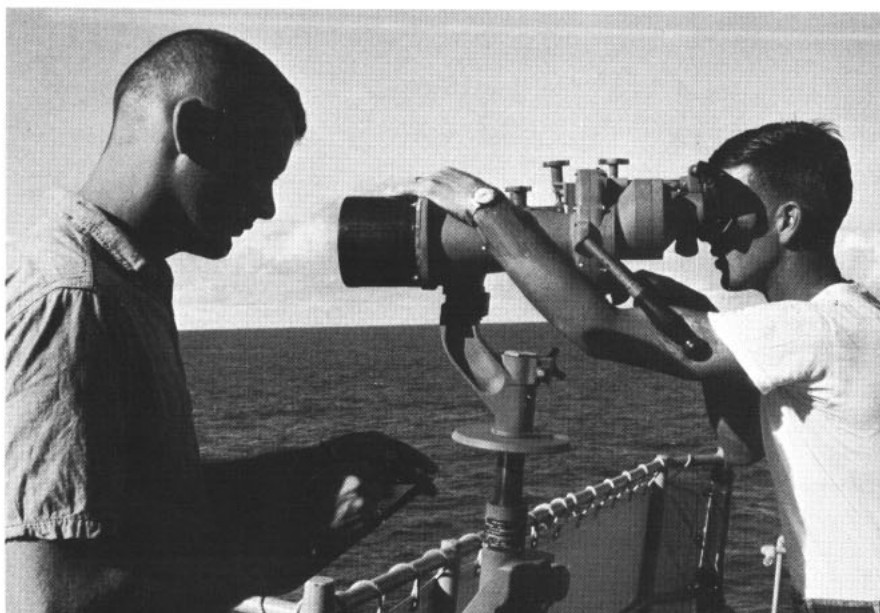
any number of routine reports of fuel, water, position, readiness, operations, drills, requests for spare parts, or ship-to-ship queries.

Whatever the orders from the bridge, the signalmen of *Robert Wilson* have a light or a flag or a pennant to get the message across. If they don't have the appropriate flag or pennant, they'll make one—they're experts on the sewing machine, too.

—Bill Honerkamp,

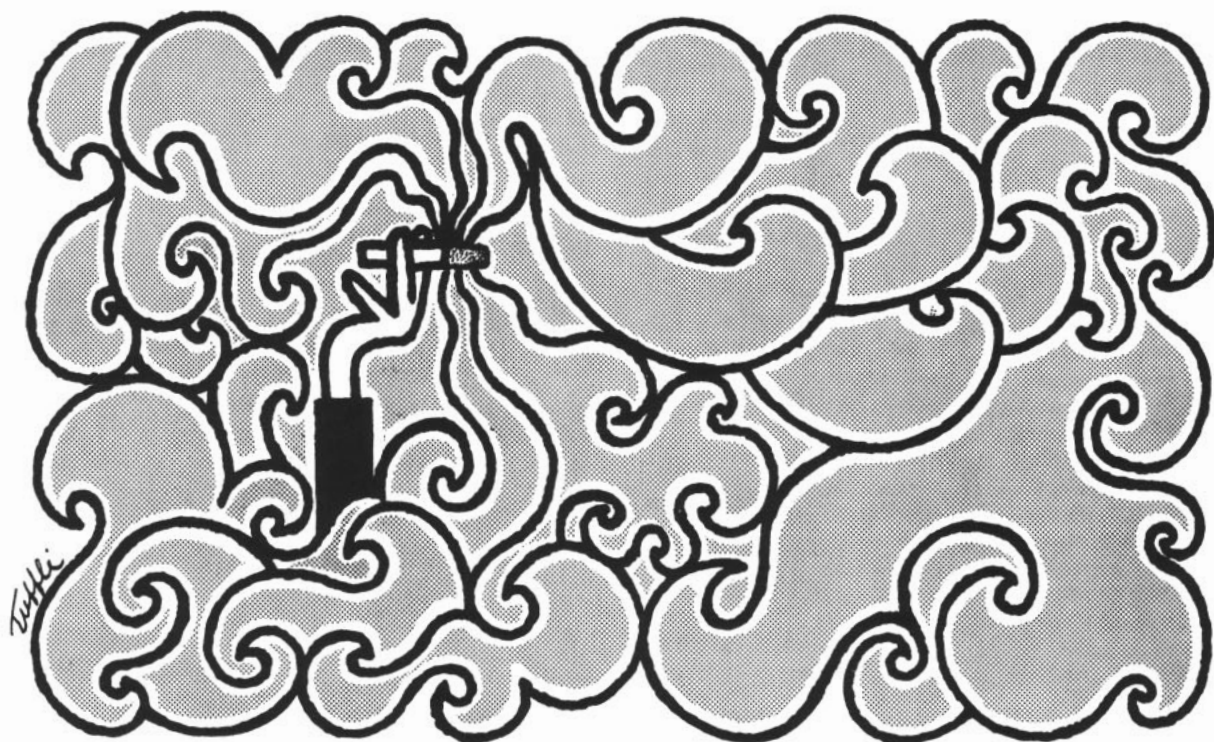
Seaman - Journalist, USN

SIGNALMAN G. S. Smith waits for reply. Right: Signalman 1st Class John Baldwin dictates incoming message to Seaman Bryan Fleenor.



PSSST...

Have You Heard What They're



YOU PLAY AROUND with pot long enough, you're going to get yourself in trouble. Big trouble.

It just isn't worth it. You might get away with it once—if you're not caught. Some might get away with it two, three or four times; but sooner or later they're going to get caught.

The kicks a man gets from pot are relatively minor.

The penalties are big, BIG, BIG. And they last for a long time.

The same, and more, goes for LSD, coke and horse; bennies and goofballs.

It just isn't worth it.

What does this have to do with you? You're not a hophead and you have no desire to fool around with pot or any other drug, right?

Saying About Mary Jane?

OR

KEEP OFF
THE GRASS

Fine, but it does no harm to be aware of the pitfalls and to avoid the trap. You might even be able to pass on some good advice to somebody who needs it. During recent years, there has been an alarming increase in the irresponsible use of drugs. At the same time, there has been widespread and misleading information on the effects of certain types of drugs, particularly marijuana.

You are in a peculiarly vulnerable position. Navy-men travel to almost every port in the world, and seaports are, by and large, noted for their availability of almost anything. Thus, dangerous drugs may be ready and waiting for you in any liberty port you visit.

Avoid them. Before you take *any* medicine or drug

without an o.k. from your doctor, be sure—really sure—that you know what you are doing.

DRUGS RANGING from aspirin tablets to “miracle” chemicals have an important place in medicine. Think of them as chemical substances intended to cure or prevent disease, or to relieve pain from illness or injury, nothing more, nothing less. But treat them with respect.

No matter how beneficial a drug is as medicine, it can be deadly when misused.

Commonly misused drugs include:

- *Opiates*. Heroin (horse, “H”) is probably the most frequently misused opiate. It is severely addictive, both psychologically and physically.



KEEP OFF THE GRASS

The "H" user eventually is removed from reality and loses control over his life. He cannot function without heroin; he loses interest in his job, his family, and life itself. He needs increasingly larger doses to get high, and, deprived of the drug, his body undergoes painfully severe reactions.

"H" is expensive. Those who use it often turn to crime to get money to feed the habit.

• **Depressants.** Barbiturates (barbs, goofballs) are sedatives primarily prescribed to induce sleep or relieve tension, and to help control epilepsy or high blood pressure.

Those who misuse barbs usually are identified as disorganized individuals who refuse to face life, and want a quick, easy escape from reality. Barbs provide a false feeling of security and well-being—for a while.

As is the case with narcotics, the body reacts to barbs in such a way that increasingly larger doses must be taken to get high. However, unlike narcotics, the body changes which require increasingly larger doses do not give the body a greater capacity to accept an



increase without poisonous effects. Because of this, many barb users poison themselves—to death.

Or, if the barb supply is suddenly discontinued, severe pain, convulsions, delirium and death sometimes follow—in that order.

• **Stimulants.** Amphetamine drugs (bennies, pep pills, speed) are used medically for such problems as mild depression and in weight control. Those who misuse them usually try to combat fatigue or reach a feeling of super-exhilaration.

A main danger in the misuse of amphetamines is the

possibility of mental illness. As with most other drugs, increasingly larger doses are required to produce results. But doses frequently lead to paranoid thinking (unfounded suspiciousness and hostility). There also may be unpleasant hallucinations, such as the feeling that your body is covered with insects. Severe depression, perhaps even suicide, may result when the dosage is reduced.

• **Hallucinogens.** Lysergic acid diethylamide (LSD, acid) is a potent hallucinogenic that recently has generated a good deal of debate. LSD is the subject of research but, as yet, is of no known medical benefit.

The effects of LSD are bizarre and often fatal. Sight, sound and sensation become distorted. The LSD trip may be good or bad, and no one, not even your guru or your psychiatrist, can tell you which you will have.

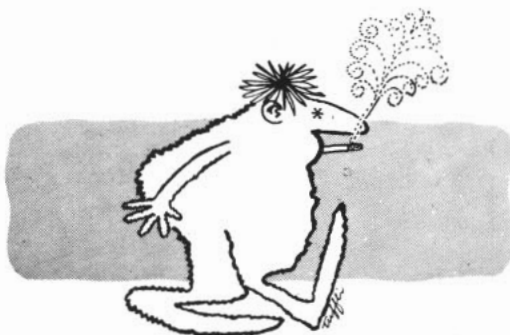
The Bureau of Medicine and Surgery believes that anyone who takes LSD even once could possibly go insane long after the immediate effect has ended (*ALL HANDS*, April 1968). There also is evidence that LSD injures hereditary genes. Before you try it, be prepared to face the possibility that any children you have afterwards may be deformed.

Going to Pot

THE MOST FREQUENTLY misused hallucinogen marijuana. Little is known about its long-term effects, but do not be misled by what you hear about pot being safe. Pot, tea, grass, weed, Mary Jane, MJ, or whatever you call it, has *no known value in medicine*.

The active ingredient in marijuana, tetrahydrocannabinol (THC), is potentially very dangerous. A given dosage may have no apparent ill effects on one person, but may cause psychotic reactions in another. You never know until you try it, *but don't*. It usually is impossible to know just how strong a dose is before you take it. Here's why:

The strength of marijuana depends on where and



how it is grown, how it is prepared for use and how it is stored. Types available (illegally, of course) in the United States usually are less potent than kinds grown in Asia, Africa or the Near East.

Acapulco Gold from Mexico is more potent than a homegrown variety. Hashish (Middle East), kif (North Africa), majen (China), dagga (South Africa), maconha (South America) and ganga, charas, and bhang (India), are other brands of this bad news you conceivably could come across.

But whether you roll it into cigarettes (reefers, joints, sticks), smoke it in a pipe, sniff it, or take it in food, it's impossible to know what you really are in for.

Mary Jane Is 5000 Years Old

MARIJUANA IS ONE of the least understood of all natural drugs, even though it has been known to man for some 5000 years. It is found in the flowering tops and leaves of the Indian hemp plant (*cannabis sativa*), which thrives in mild climates throughout the world, particularly Mexico, Africa, India, the Middle East and Vietnam. Early in Chinese history, it was given to relieve pain during surgery.

For use as a drug, the leaves and flowers of the



plant are dried and then crushed or chopped into small pieces.

As an intoxicant, marijuana was introduced in the United States about 1920. Its general use was outlawed in 1937 by the Federal Marijuana Tax Act. Traffic in the drug now is legally restricted in nearly every civilized country in the world, including those where it is used in religious ceremonies or as native "medicine."

The illegal use of marijuana in the United States has been on the increase during recent years. Since 1960, arrests on marijuana charges have more than doubled. However, the extent of its use is impossible

to determine; some health authorities believe that from four to five million Americans have used the drug at least once. Other estimates run as high as 20 million.

Marijuana Is "Safe"—Who Says So?

YOU PROBABLY HAVE HEARD it said that marijuana is no worse than alcohol. This is one of the misleading arguments that those who use pot are quick to bring out.

With alcohol, you usually know what you're in for. No matter how bad it may be, the proof of an alcoholic drink in this country is reasonably constant.

But even so, would you rely on a shipmate who takes a few drinks before standing a watch? Do you know there is such a thing as alcoholism? Ask the wife (or husband) of an alcoholic what a bargain they have.

Another favorite pro-pot argument is "marijuana is not harmful."

How many doctors can you name who recommend it?

"Marijuana is not addictive. I've been smoking pot for 15 years, but I can quit any time I want to."

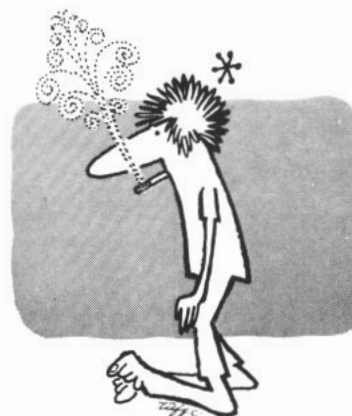
Sure you can.

Even weaker: "It's the thing to do." So was glue-sniffing. Ask a kid who was lucky enough to come out of a glue coma what a nice kick that was.

And, don't bet your paycheck on this one: "It'll be legal in a couple of years."

A Dependent You Don't Need

THE NATIONAL INSTITUTE of Mental Health in a report on marijuana last year admitted that medical science does not fully understand the long-range effects of marijuana. This is because the active ingredient, THC, only recently has been produced in a pure form for research.





KEEP OFF THE GRASS

Most health authorities think in terms of marijuana dependence rather than addiction, because the drug usually does not cause the same type of physical need that results from misuse of heroin and other narcotics.

For example, the National Institute of Mental Health frankly admits that no direct cause and effect link between the use of marijuana and narcotics has yet been found.

However, more than one study has shown that 80 per cent of the narcotic addicts in this country previously smoked marijuana. And, it is clear that a person who is inclined to misuse one drug may graduate to other, stronger drugs in his search for "kicks" or "escape."

It also is obvious that a pot smoker is more likely to be exposed to stronger drugs through his contacts with pushers and other users.

Whatever, pending the outcome of more meaningful research, health authorities state flatly that scientific evidence does not support reports that marijuana is safe.

How Pot Reacts

WHAT IS KNOWN about pot generally amounts to this:

It has no use in modern medicine. It is used illegally, mainly for its intoxicating effect. The social setting in

which it is taken, and what the user expects marijuana to do for him, may influence its reaction.

When smoked, marijuana enters the bloodstream and begins to act on the brain and nervous system within 15 minutes, depending on the strength of the marijuana used.

The pothead is affected in his mood and thinking. Effects may range from depression to excitement. Some users experience no change of mood at all.

Typically, the sense of time and distance may become distorted. A minute may seem like an hour; something nearby may seem far away.

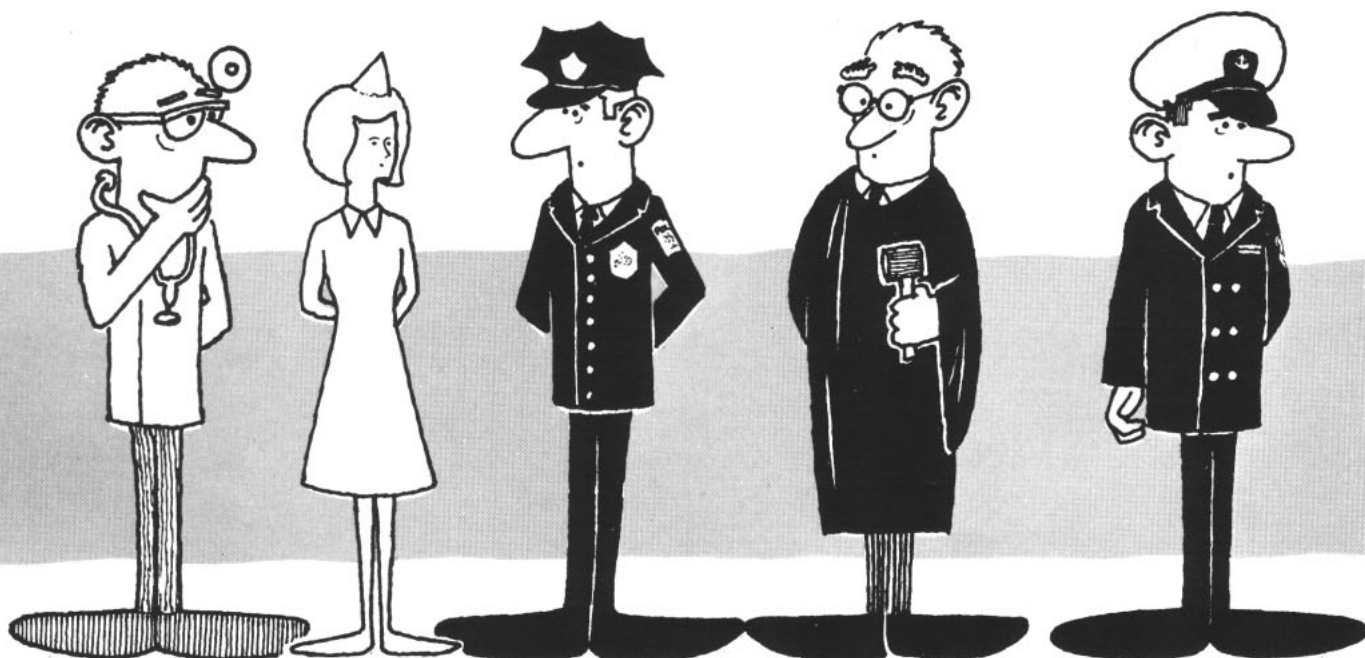
Judgment is affected. It may be difficult for a pot smoker to make decisions which require clear thinking. He finds himself easily swayed by the suggestions of others.

Obvious physical reactions include increased heart-beat, lower body temperature, and reddening of the eyes. Blood sugar levels change and the appetite is stimulated. The body begins to dehydrate.

The user may act drunk. He becomes talkative, loud, unsteady, or drowsy, and finds it hard to co-ordinate his movements. His response to an emergency is unpredictable. He should never attempt to drive an automobile while under the influence of marijuana.

A Losing Proposition

MISUSE OF MARIJUANA or any other drug is a losing proposition. "Experiments" with drugs, out of intellectual curiosity or for any other reason, can lead to progressive deterioration, mentally, physically and morally.



You first are viewed as someone who lacks emotional stability and respect for the law. If you get caught using drugs illegally in the military—and those who try it usually do get caught—you'll have a mark on your record that will close many doors to jobs on the outside—and that's where you'll wind up, if not in jail.

Before you do get caught, you're a security risk. You can be blackmailed. You might overlook or ignore proper security measures. You're a loser all around, and there's no room for you in the Navy.

Ask yourself if you would trust the fate of your unit, ship or aircraft, to someone who misuses drugs. The lives of everyone on board ship can depend on the judgment and alertness of one man assigned to close certain watertight doors, for example. The success of an aircraft mission may depend on the ground maintenance man or radar operator who thinks clearly and knows what he is doing.

Expensive Habit

VIOLATION of the Federal laws which prohibit the use or possession of marijuana can mean 10 years in prison and a \$20,000 fine—for the first offense. What may be even worse to the military offender is the court-martial, unfavorable discharge and up to five years in prison prescribed by UCMJ.

The family, social and employment problems that invariably follow a less-than-honorable discharge are not make-believe. Hard-core case histories were emphasized last year in a BuPers Notice 1626 series

(ALL HANDS, April 1968). It was pointed out that an adverse discharge can disqualify a man from receiving most of the veterans' benefits that were designed to assist him in reestablishing a civilian career.

These include education rights, apprentice training, federal vocational rehabilitation, hospital care, and service-connected disability compensation.

The Navy also knows that most employers on the outside refuse to hire a man who receives a less-than-honorable discharge, or anyone convicted on a drug charge.

Another important point to consider is that a desire to misuse drugs is not consistent with a wish for individual freedom. Torn down physically and mentally, the drug abuser's time, money and energy all are wasted. His interest in anything but drugs gradually disappears. Contact with normal society eventually is lost forever.

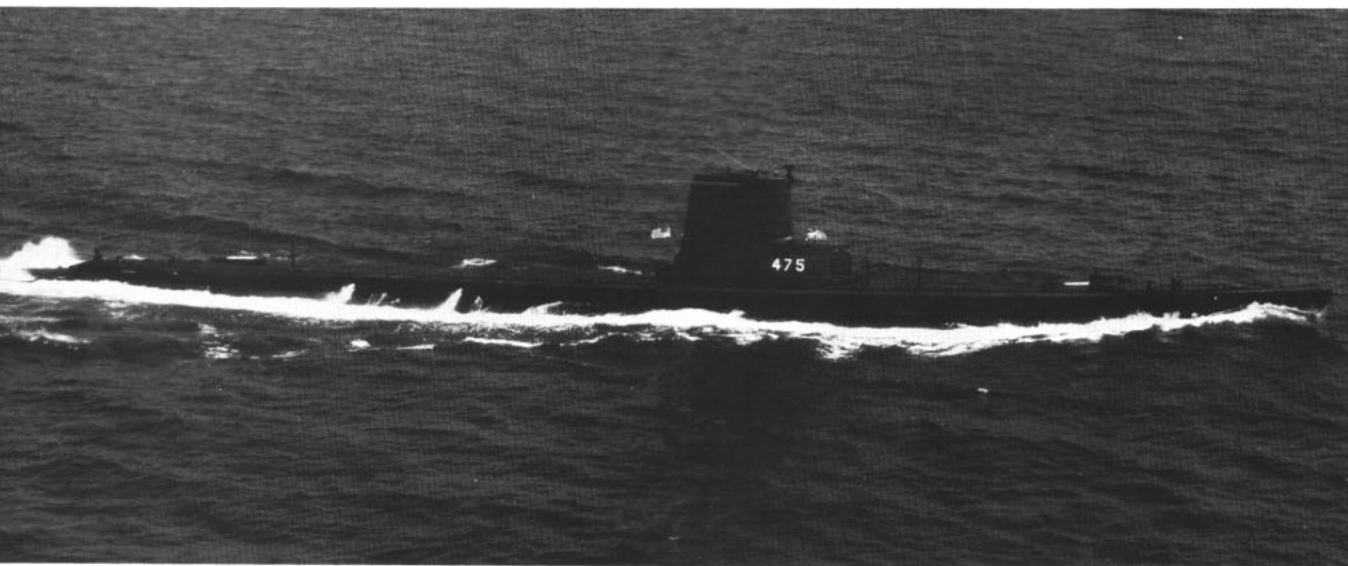
The price of cheap kicks with drugs can be plenty high.

In summary, remember that drugs never have precisely the same effect on two individuals. A buddy might get away with pot for a while, but chances are he'll soon be in big trouble. Don't follow his example. He is probably headed for a broken home, jail, a mental institution or the morgue.

If you already have tried marijuana, or any other drug, stop now, before it's too late. And remember this—if you get busted, neither your shipmates nor the pusher are going to serve your sentence or live the rest of their lives with your BCD.

You are, and no one else.





You'll Recognize This One— Rainbow In the Sea

FLAG FINALE—Submen of Argonaut fold flag following decommissioning. Below right: Canadian honor guard stands by for commissioning.



DECOMMISSIONED, recommissioned and rechristened—all in the same day?

That's what happened to the United States submarine *uss Argonaut* (SS 475) in December when she became Her Majesty's Canadian Ship *Rainbow* (SS 75).

U. S. Naval Station in Norfolk, Va., home port of more than 200 ships and some 105,000 Navymen, was the setting for the transfer. The



ceremonies at the Naval Station's Destroyer-Submarine Piers began with the playing of the U. S. and Canadian national anthems. Lieutenant Commander Patterson C. Taylor, USN, commanding officer of *Argonaut*, then read the decommissioning directive that ended the submarine's 23 years of active service in the United States Navy. She has won Battle Efficiency "E" awards for the last two years.

Vice Admiral Arnold F. Schade, USN, ComSubLant, gave the traditional toast to the Canadian crew of "fair winds, blue skies and following seas."

He then ordered the National Ensign hauled down, and delivered the transfer documents to the Canadian Armed Forces.

The rechristening of the submarine was performed by the wife of Vice Admiral J. C. O'Brien, CD, CAF, Commander Canadian Maritime Command.

"I name this submarine Her Majesty's Canadian Ship *Rainbow*. May God bless her and all who serve in her," she said.

THE SUB thus became the second ship of the Canadian Armed Forces to bear the name. The first *Rainbow*, a light cruiser commissioned in 1910, was the first ship in the Royal Canadian Navy.

As the sun glinted on the new gold letters of her name and the red maple leaf painted on her sail, the Canadian Maritime Commander called on *Rainbow's* new crew to "cherish and build on the traditions of our submarine service."

Lieutenant Commander C. E. Falstrom, CD, CAF, the new com-

manding officer of the submarine, and his crew had spent the preceding three weeks aboard the submarine, learning all about her. They then departed for the sub's new home port of Victoria, British Columbia, accompanied by the Canadian destroyers *Skeena* and *Annapolis*.

The first *uss Argonaut*, also a submarine, was sunk early in 1943 in action against a Japanese convoy in the Pacific. The present *Argonaut* was commissioned in January 1945 at the Portsmouth Navy Yard in Portsmouth, N. H. During her only war patrol she sank one cargo junk and rescued one downed American pilot.

In 1946 she was assigned to duty with the U. S. Atlantic Fleet. Her primary missions have included submarine and antisubmarine warfare and antishipping exercises. During her 22 years of service in the Atlantic Fleet she has visited ports throughout the North Atlantic and Mediterranean areas.

THE NEWLY christened *Rainbow* is 312 feet long. She is armed with 10 torpedo tubes—six forward and four

aft—and can carry up to 26 torpedoes. The pressure hull is 18 feet in diameter and is capable of descending below 400 feet. Her propulsion plant consists of four diesel engines, roughly the size of those used in railroad engines, which drive electric generators. The electricity is used to drive four large electric motors which turn the two propellers.

While submerged the sub uses electricity from storage batteries weighing about one ton per cell. Submerged speed is about 10 knots and surface speed about 18 knots.

Rainbow is a Fleet snorkel submarine with a crew of 75 enlisted men and 10 officers. Unlike submarines without the snorkel system, she is capable of remaining underwater for periods limited only by the amount of fuel and food aboard. The snorkel system takes air into the submarine by a telescoping pipe in order to operate the diesel engines. An exhaust pipe carries the engine exhaust to a point just below the surface. While snorkeling, batteries can be charged when needed.

—Story by Gary W. Vorhes, Journalist 3d Class, USN.



NEW FLAG—Canadian sailors raise flag during commissioning ceremonies.





San Diego - Trained **RVN** **Recruits**

LAST YEAR, after the Viet Cong began their Tet offensive against the Republic of South Vietnam, a group of young Vietnamese men signed up for the South Vietnamese Navy. The men, all volunteers, were inspired to do their bit in protecting their country. Shortly after, two companies of these recruits arrived in the United States for instruction at the U. S. Naval Training Center, San Diego, Calif.

The 99 recruits were assembled in two companies, each having both a Vietnamese Navy chief pet-



Photos clockwise from left: (1) Squared away RVN recruits in company formation. (2) Recruit tries binoculars during trip to amphibious base. (3) Marching is taught by Senior Chief Benjamin Nelson. (4) Seabags on shoulders, recruits go to next training phase.





SAN DIEGO TRAINING—(Photo far left) Vietnamese Navy recruits salute during military inspection at San Diego. (Photo at right) Manual of Arms is one of many aspects of U. S. Navy recruit training learned by RVN recruits. (Above) During a break in training, recruits visit the city.—Photos by Robert E. Woods, Photographer's Mate 1st Class.

ty officer and a U. S. Navy CPO as their company commanders.

The transition from civilian to military life is a difficult road even for some U. S. recruits, but in the case of the Vietnamese it was not so difficult. Military life is a part of the everyday life of most South Vietnamese, who have grown up in their war-torn land.

Recruit training for the Vietnamese in San Diego was the same as for U. S. Navymen, except that some of the classes in government were supplemented by classes about

government in their own country.

The training they undertook gave them knowledge and skills that will help them in their Navy, and also better enable them to understand and work with U. S. naval advisors serving in Vietnam.

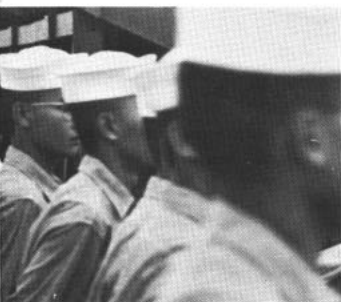
During their training the Vietnamese spent three days at Camp Pendleton, Calif., learning to fire weapons they will use in fighting for their country's freedom.

While the men were in California, they were treated to a few recreational tours, not normally provided

during recruit training, such as a trip to Disneyland and the San Diego Zoo. Probably one of the biggest thrills for the Vietnamese was a visit to a shopping center.

At NTC San Diego's 886th graduation, something new was added in the ceremonies. The national ensign of the Republic of Vietnam was flown to honor the graduating Vietnamese recruits.

The story and photos on these two pages give a glimpse of the training the recruits received at San Diego.

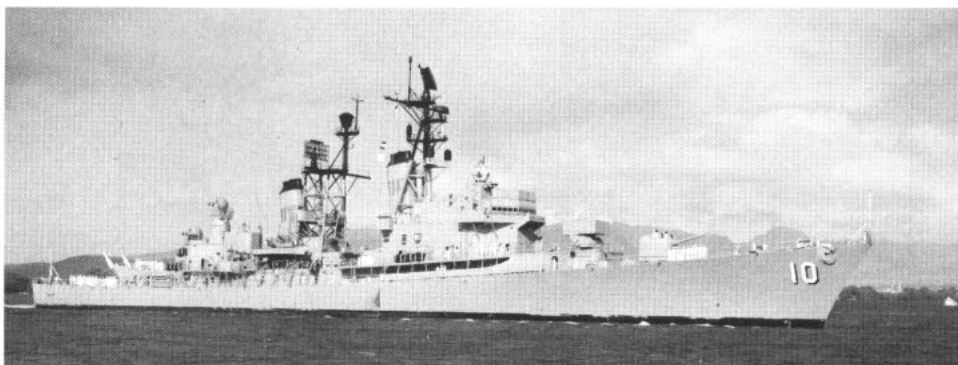
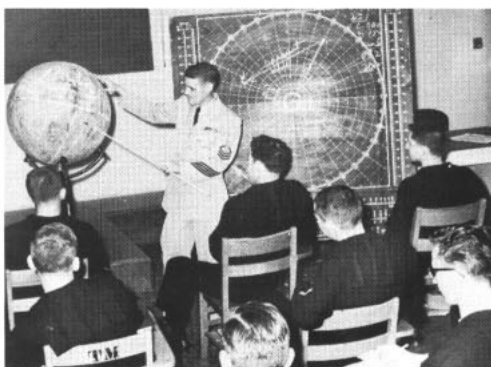
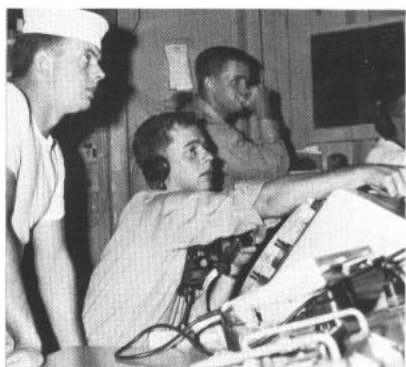


Photos clockwise from below right: (1) RVN company flag. (2) Recruits learn to use fog during firefighting training. (3) This training position is familiar to all recruits. (4) Square knot is checked during inspection.



TRALANT: Atlantic

There is only one thing that is simple about the Training Command, U. S. Atlantic Fleet—its mission. COMTRALANT has the job of supplying technically trained personnel for the U. S. Navy. In this era of an electronic, supersonic, nucleonic Navy, continuing emphasis must be on brains rather than brawn, and those brains must be well trained. How TRALANT goes about the tremendous job of carrying out its mission is an impressive story. It is a story that is one of good organization, impressive operations, long-range coordination and expertise.



Fleet University

BEFORE THE SECOND WORLD WAR, the Navy's technical knowledge centered in a corps of well trained professionals who provided operating crews for new units.

This system worked while the Navy grew at a regular pace, but a new training organization was needed when World War II increased naval shipbuilding schedules.

The requirement for crews to man new ships siphoned professional Navymen into long-term teaching schedules, at the expense of operational efficiency. It soon became apparent, therefore, that ships' crews would have to be produced in weeks rather than months.

A partial answer to the problem lay in precommissioning and shakedown training which, by 1942, was conducted at four locations along the East Coast.

By this time, the number of Navy ship types had increased from a pre-war 39 to 104, and construction had begun on 800 destroyer escorts. Over 100,000 enlisted men and 5000 officers — almost all without maritime experience — were being trained to operate them.

Such training formerly had been administered by the Bureau of Naval Personnel, but BuPers was already overburdened.

TO RELIEVE the pressure, the Fleet Operational Training Command, a predecessor of the present organization of TRALANT, was established in 1943 to give newly assembled crews operational training while ship construction was in its final stages. The new command also directed shakedown training and provided periodic refresher courses.

Although the new organization was at first hampered by a lack of facilities (six ships, seven shore-based schools with no training aids and too few instructors), these difficulties were soon overcome and, before the

war ended, the command had turned out crews for 5587 ships from small craft to battleships.

When WW II hostilities ended, many Navymen expected training functions to revert to type commanders, but circumstances ruled otherwise. Rapid personnel turnover and advancing technology increased the importance of the command's instructors who taught Navymen to operate increasingly sophisticated ships and weapons.

IN 1945, this nucleus of instructors from the Fleet Operational Training Command was used to form the Training Command, U. S. Atlantic Fleet, which is operating today.

The command's mission now includes precommissioning, shakedown and refresher training for ships and individual and team training, utilizing classroom instruction and numerous tactical training devices.

The Training Command also develops training doctrines, policies and exercises, conducts inspections and assists type and operational commanders in maintaining the combat readiness of the Atlantic Fleet.

Although these duties can be stated briefly, their execution entails

endless planning and work and an unrelenting effort to keep the Navy abreast of ever-changing world conditions and technology.

The Training Command's duties also involve a continuous review of its own procedures. Instructors, for example, must be trained in various aspects of naval technology to conduct on-the-job training in subjects covered by TRALANT curricula.

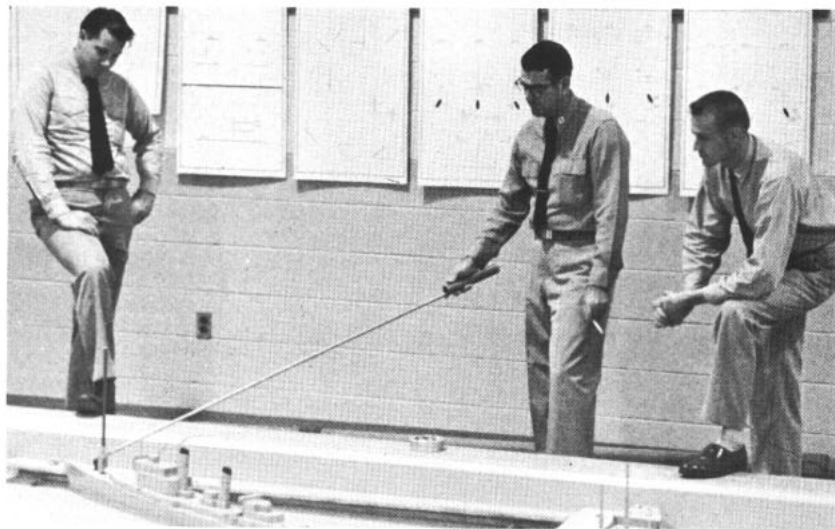
Special problems arise in the Fleet which must be coped with periodically. For example, when maintenance procedures slip and Fleet commanders find themselves in need of training courses for their men, the need can clearly be seen. Satisfying the need, however, is not always easy, because — you guessed it — of limited funds and personnel.

INGENIOUS SOLUTIONS have frequently come from TRALANT, such as package maintenance courses — rearranging the curriculum of a long course so that a shipboard technician need take only a short portion covering the material actually needed in his present duties.

During TRALANT's operative lifetime, great advances have taken

U. S. Fleet Training Center's technical training building opened in 1967.





place in ship construction which have resulted in requirements for the Atlantic Fleet Training Command to conduct special instruction.

One such occasion was the opening of the St. Lawrence Seaway. Courses were conducted at Fleet

Training Centers at Newport, Norfolk and Charleston to train officers and enlisted men in the special rules of the road used in the Seaway before the U. S. Navy's first ship passed through in the summer of 1959.

Navymen from friendly foreign

countries have also been a continuing training task of the Atlantic Fleet Training Command. Orientation courses are given to senior officers and functional training is offered to officers and enlisted men in almost every phase of naval warfare.

Much of the training given to foreign personnel is concerned with precommissioning and shakedown of ships being transferred under the Military Aid Program.

As might be expected, the command's principal shore-based training is centered in and around Norfolk which is the home of Commander Training Command. The Underway Training Unit and the Fleet Training Center, Norfolk, the Missile Weapons Systems Training Unit, the Atlantic Fleet ASW Tactical School, the Fleet Anti-Air Warfare Training Center and the Nuclear Weapons Training Center are also located in or near Norfolk.

We'll take a closer look at these activities on the following pages.

Underway Training Unit

E DUCATORS in the civilian world have long maintained that learning by doing is among the more effective methods of instruction.

The U. S. Navy would be one of the last organizations in the world to deny this.

The Underway Training Unit at Norfolk relies on this principle of on-the-job training to teach Navy-

men their duties while their ship is actually operational at sea.

The Underway Training Unit is concerned principally with shakedown training for new ships and refresher training for those completing regular overhauls. In the spate of shipbuilding which has taken place during the last decade (including the many conversions), the Norfolk-

based unit has taken over new crews which have been indoctrinated in precommissioning training, and polished their knowledge to the point where even the relatively inexperienced man soon becomes a seasoned member of the crew.

Like everything else done by the Atlantic Fleet Training Command activities, underway training is far from a simple matter. One of its more obvious complications is that crews must learn new skills which have sprung from advancing technology. Guided missiles training and antisubmarine warfare are examples.

Once the precommissioning crew mans a ship, its training must be maintained. This is accomplished by the commanding officer and ship's personnel assisted by the Underway Training Unit which provides specialists in shipboard training.

The Underway Training Unit exercises administrative control over the units assigned for training, and controls training services as well. It also schedules services which are made available to other commands.

LEARNING AT SEA—Instructor observes operations in ship's CIC while aboard USS *Kenneth D. Bailey* (DD 713) as destroyer undergoes Fleet training at sea.



Fleet Training Center, Norfolk

LEARNING BY DOING is a fine idea, but it doesn't cover all situations; some training must be provided through classroom instruction, practical demonstration and team training devices.

Such is the job of the U. S. Fleet Training Center at Norfolk. This is the way that ships of the Atlantic Fleet, including newly commissioned or reactivated ships, are manned by crews of well trained men.

The center has been remarkably successful in performing its mission because it keeps pace with the rapidly changing procedures and doctrines of the Navy. This requires that the officers and enlisted men of the instructor cadre maintain current training techniques, including devising new practices for Fleet-wide use.

The center's courses — which number more than 60 — range in length from one-half day to 12 weeks. The majority last about five days.

Since 1961, some 15 years after the center opened, more than a quarter-million officers and enlisted men have been trained through these courses and, as the number of trainees increased, so did the number of courses.

WHEN THE CENTER OPENED its doors on 1 Jan 1946, it offered four schools (CIC, ASW, Firefighting and Communications) which taught 34 courses.

In 1947, a Damage Control school was added and, later that same year, instruction was inaugurated in atomic, biological and chemical warfare defense. Precommissioning training was added in 1953.

When the Chesapeake Bay Fleet Training Group was discontinued in 1956, the foreign ship training section was opened at the center. It offered shakedown and refresher training to the crews of foreign allied as well as United States ships. In 1961, this section was redesignated the Underway Training Department.

When all the subordinate commands of COMTRALANT were placed in a task group organization in 1962, the Underway Training Unit and the Fleet Training Center were estab-

lished as separate units of the organization.

Eventually, this department was reorganized and its personnel and facilities were transferred to the Underway Training Unit and placed in a sea duty status.

In 1958, a gunnery school was added and subsequently named the Underseas Weapons and Fire Control School. A few years later, the gunnery portion of the school was transferred to Dam Neck, Va.

In addition to these changes a Petty Officer Leadership School was established in 1959.

THE FIREFIGHTING SCHOOL, which is the oldest of the Fleet Training Center activities, was established in 1942 and became a part of the center in 1946. Training at this school is probably the most spectacular of-

fered at the entire center, yet the school's safety record for this hazardous training is as spectacular as the training.

Here thousands of Army, Navy and Marine Corps personnel face mockups of blazing ship compartments to simulate casualties which they hope never to encounter at sea, but which they must, nevertheless, be prepared to meet. The school uses ship compartment mockups which are set ablaze with oil fires to be extinguished by students using shipboard equipment.

In addition to shipboard personnel training at the school, courses are offered in pilot rescue, aircraft firefighting, shipyard and both volunteer and municipal fire department personnel training.

It wasn't until July 1967, when the center's new technical training build-

HOT SUBJECT—Students learn firefighting at Fleet Training Center, Norfolk.



ing was dedicated, that the entire organization was consolidated into one large training complex. Only the fire-fighting school and the surface ship ASW Attack Trainer are located in other areas of the Norfolk Naval Station.

The new building houses a mock-up which simulates part of a destroyer's hull section. Battle damage is artificially produced. While ersatz seawater floods the compartments, students use the damage control techniques they have learned to save their ship.

This simulator is commonly known as *Buttercup*.

WITHIN THE BUILDING there is also a ship's characteristics demonstrator which consists of a large basin of water in which radio-controlled ship models are maneuvered in various conning situations by students.

This demonstrator is the heart of the center's navigation division which also teaches shiphandling and tactics, rules of the road, loran operation and maintenance, and petty officer leadership.

The navigation contingent is part of the Operations and Weapons Training Department which also embraces the CIC Division, ASW Division, Underseas Weapons Division, Communications Division and the Maintenance Data Collection Division.

The faculty and administrative personnel of the Fleet Training Center number more than 160 officers and enlisted men whose dedication and adherence to high training standards produce the best trained fighting man afloat.

ASW Tactical School

THE ATLANTIC FLEET ASW Tactical School trains senior officers of anti-submarine units in intertype ASW tactics and techniques. Students also evaluate current tactics and help develop new ones.

This school at Norfolk is unusual in that officers of varying backgrounds (air, surface and subsurface) are trained together in the ASW field.

Courses are also available to flag officers and captains who occupy such billets as HUK group commanders, Fleet air wing commanders, destroyer and submarine division commanders.

The next level of instruction, which emphasizes operations, is for commanding and executive officers of ships, subs and air squadrons.

A pre-sail indoctrination course is available to HUK men in task groups. Request courses are also taught to smaller groups such as Fleet airborne electronics training unit students, CIC teams and Air ASW units of destroyers and submarines.

All courses stress the capability, limitations, thinking and operations of the enemy, knowing one's own capabilities and limitations and understanding the environment in which the fight will take place.

ALL THIS IS TAUGHT in a building whose 40,000 square feet of floor space simulates 360,000 square miles of ocean.

The building houses the school's analog/digital trainer which is divided into 36 individual rooms in this

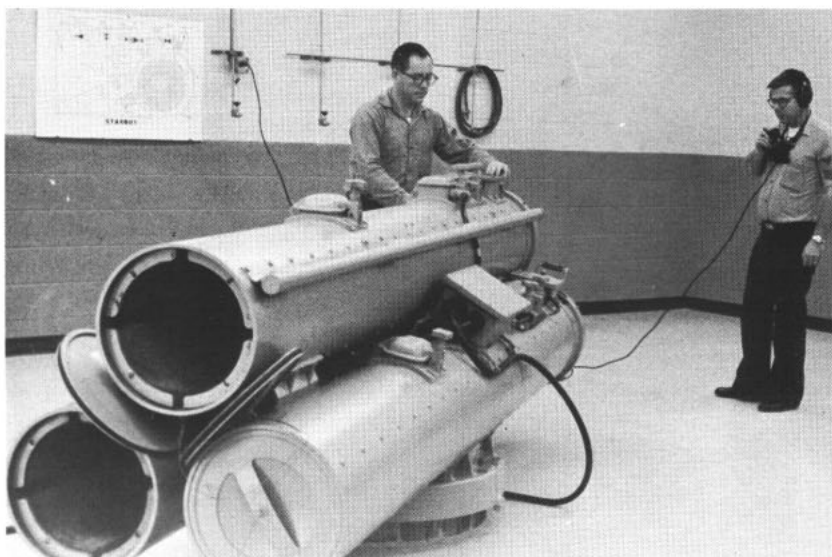
specially constructed building. Here 18 of the rooms represent command centers of destroyers or submarines; 16 represent rotary or fixed-wing aircraft; one represents an aircraft carrier and one the flag plot of a task force commander.

Each command center is isolated from the others except for the communications and sensing equipment — radar, sonar and electronic countermeasures — normally found in submarines, aircraft and surface ships.

In the 300-seat auditorium, there are three large projection screens and five instructor consoles. The center screen represents the ocean area of 360,000 square miles while the screens on either side can be used to show closeups of selected parts.

From their positions on a balcony, the instructors use their consoles to control the tactical exercise.

FIRE AWAY—Instructor demonstrates firing torpedo from above-water mount.



THE EXERCISE BEGINS when the instructors project their enemy subs into position. They can maneuver their submarines as the tactical situation dictates.

By relying entirely on radio communication and on radar, sonar and other sensing equipment, students in the 36 command centers coordinate their attack with other ships and planes in response to the situation created by the enemy submarines. The students receive no other information nor can they see the display screens which show the progress of the exercises.

As the task force coordinates its attack and closes in on the enemy submarines the action is projected onto the three screens in the audi-

torium and can be evaluated by the instructors and observers. Each ship and aircraft in the task force is represented as an individual color-coded dot of light and its actions are traced across the screens. While the exercise is underway, it is recorded on tape for playback to the trainees for critique purposes after the problem is completed.

The ASW tactical trainer may be spectacular, but it is by no means the only element of the ASW school. The trainer is supplemented by a comprehensive library of reports of antisubmarine exercises, tactics and research, all of which is made more effective by a system of rapid "retrieval of information."

In addition to its primary role as a source of current ASW information and history for the use of staff instructors and the school's students, the library also serves as a research center for operational planners and civilian contractors developing anti-submarine warfare equipment for the Department of Defense.

ADM Ephraim P. Holmes, Commander in Chief Atlantic, Commander in Chief U. S. Atlantic Fleet, and Supreme Allied Commander, Atlantic, leads the way down deck of USS Springfield (CLG 7) following ceremonies. He is followed by VADM B. J. Semmes, Jr., Commander Second Fleet, and VADM Charles K. Duncan, Chief of Naval Personnel and Deputy Chief of Naval Operations for Manpower and Naval Reserve.

RADM Earl R. Crawford, USN, Commander Training Command, U. S. Atlantic Fleet.



LIKE REAL—Students man destroyer/submarine command center in ASW problem at Fleet ASW Tactical school.



AAW Training Center, Dam Neck

THE BEGINNING of the U. S. Fleet Anti-Air Warfare Training Center at Dam Neck, Va., was distinctly not in keeping with its impressive title. The center, at that time, consisted of two small buildings in an otherwise undeveloped marshy site.

The center's staff consisted of the commanding officer (Lieutenant Phillip D. Gallery) and his wife (who acted as yeoman) and four gunner's mates. The entire site was somewhat irreverently termed "Gallery's shooting gallery."

The "shooting gallery" was originally intended as a live firing range to train Fleet gunnery crews and, for some time, that was its mission, though on a much larger scale than was first anticipated.

About a month after the installation opened its doors, the Japanese attacked Pearl Harbor and more than 200,000 enlisted men and 25,000 officers poured into the center during the first two years of its operation.

Although the center was not equipped to handle so large an influx of students, it did the best it could with what it had. For a while, daily firing practice continued from 0900

until 2400. As barracks at Dam Neck were nonexistent, the students had to commute each day between their ships and the firing range. It wasn't until early 1943 that badly needed quarters were erected, thereby increasing the architectural census to about 20 frame buildings.

Radar training began at the center between 1947 and 1949. In 1949, the center was expanded to include an Air Defense Training Center to provide shore-based training for Fleet units in all phases of defense against air attack.

In addition to its other activities, the Fleet Anti-Air Warfare Training Center currently supports tenant activities. These include the Guided Missile School, which trains men in the intricacies of *Polaris* and surface missiles, and the Missile Weapons System Training Unit, Atlantic, a mobile command which trains missile ship crews aboard their own ships.

THE Atlantic Fleet DASH Training Unit is also a tenant activity. Here, operators and maintenance crews are trained for the Drone Antisubmarine

Helicopter (DASH). Here, too, is based the Fleet Composite Squadron Six detachment, which provides the drone aircraft used in gunnery training.

A small detachment of Marines also operates a rifle and pistol range at the center.

During its lifetime, the center has grown from two buildings in an undeveloped marsh into a complex, housing some of the Navy's most sophisticated weaponry and training equipment, and one of the few if not the only "live" gun firing line for training in the United States. Growth has not stopped at the center. The curriculum now includes about sixty courses of instruction utilized by thousands of officers and enlisted men trained at Dam Neck each year.

Improvements in training methods and devices continue to be made so the center will be well equipped to train Fleet Navymen as new equipment becomes available. One item of new equipment is TACDEW (Tactical Combat Direction and Advanced Electronic Warfare), a multimillion-dollar, computer-based training de-

AIR MINDED—Training center at Dam Neck, Va., includes the Atlantic Fleet's Anti-Air Warfare Training Center.



vice that will provide training for NTDS-equipped ships and aircraft of the Atlantic Fleet. This system will soon be operational and will provide sophisticated training for all so equipped units at sea or in their home ports.

Missile Weapons System Training Unit, Atlantic

THE Missile Weapons System Training Unit, Atlantic, came into being because the Navy anticipated major changes in shipboard defense systems. The training unit at Dam Neck was established to keep Navymen abreast of these changes.

This unit augments shore-based precommissioning training by continuing training at sea after the ship is commissioned. MISTRAULANT provides shipboard instruction and evaluations for individuals and teams of CIC and weapons control personnel

in areas of tactics and doctrine for missile weapons systems, combat information functions, anti-air warfare and electronic warfare.

The past decade has seen the construction of numerous guided missile ships and the conversion of other types to accommodate missile systems.

With the advent of each new missile system which enters the Navy's arsenal, a new training program is adopted by the Training Unit, whereby Navymen can learn to operate these systems.

Understandably, MISTRAULANT emphasizes operational training while ships and crews are underway.

Fleet Computer Programing Center, Atlantic

THE Fleet Computer Programing Center, Atlantic, is one of the newest TRALANT activities. It is another

of the tenant activities located at Dam Neck, Va.

FCPLANT is tasked with the mission of providing the basic computer programs for the increasing number of Navy ships entering the Fleet with Naval Tactical Data System (NTDS) installations. This system is the heart of the new electronic navy, and is presently found in many of the CVAs and DLGs of the Fleet today.

The mass of computers installed in conjunction with NTDS must be directed and controlled to accept and display the information needed by tactical commanders in modern-day AAW-ASW environments. The men of the Fleet Computer Programing Center, along with civilian contract engineers, prepare these computer programs, test them, and then deliver the completed product to the NTDS-equipped ships of the Fleet.

Fleet Training Center, Newport

THE FLEET TRAINING CENTER at Newport is, historically, an evolution of the first U. S. Naval Recruit Training Station ashore, organized at Newport in 1883. This original facility operated with a capacity of about 2100 students.

With the entry of the U. S. into World War II, Newport experienced a tremendous growth in the student training load. This student capacity reached a peak of operations in mid-1943 with about 16,400 recruits, 7500 service school trainees and 1100 officers in special indoctrination courses.

The advent of the vast ship construction program of World War II placed a heavy strain on the training facilities then in existence.

To meet part of this need, the Large Ship Pre - Commissioning Training Center was established at Newport.

It was during the height of this precommissioning training in 1944 and early 1945 that many of the present Fleet Training Center facilities came into existence, including the Fire Fighting School, the gunline and fire control director training buildings, CIC and ASW mockups,

the *Buttercup* and other damage control training facilities.

January 1962 saw the Fleet Training Center, Newport upgraded to a Fleet Training Group; however, the Underway Training Unit portion of the FTG is currently in an inactive status.

Staffed by approximately 200 military personnel, the Fleet Training

Center graduates officer and enlisted students from its 75 various courses in weapons, operations, navigation, leadership, damage control and fire-fighting. These courses vary in length from one-half day to six weeks. In fiscal year 1968, over 38,000 officers and men graduated from or attended FTC, Newport, schools. Precommissioning crews es-

MOCKUP—Damage control investigation party learns proper procedures using ship's structure mockup at Fleet Training Group located at Newport, R.I.



tablished at the Fleet Training Center are also scheduled through these schools. On 29 Mar 1968, the new modern Operations Training Building housing the three-million-dollar Anti-Submarine Warfare Attack Trainer (14A2B) was added to the training facilities at FTC Newport.

In recent years, the Fleet Training

Center has provided pre-transfer training for destroyer crews from Argentina, Colombia, Peru, Thailand, Turkey, Australia, The Republic of China and the Republic of the Philippines in connection with the loan of the U. S. destroyers to those countries in the Military Assistance Program.

SONAR CENTER—Fleet Sonar School at Key West, Fla., trains Navymen in operational and tactical use of sonar, ASW weapons and allied equipment.



Fleet Sonar School

THE FLEET SONAR SCHOOL once called New London, Conn., its home. Frequent inclement weather, however, in addition to other conditions such as heavy traffic in Long Island Sound and long distances between the base and operating area, dictated a move to the Florida Keys. The Fleet Sonar School is now under the command of the Fleet Training Group, Key West.

It is housed in a modern four-building complex filled with a vast quantity of ASW equipment including the latest in electronic sonar detection and computing devices.

The Fleet Sonar School trains Navymen in the technical aspects of antisubmarine warfare and in the operational and tactical use of sonar, ASW weapons and allied equipment.

Sonar maintenance is also taught.

Not only are U. S. Navymen

trained at Key West's sonar school, but more than 100 foreign officers and enlisted men also attend its classes each year. Alumni can, in fact, be found all over the world.

In one year, for example, the school graduated students from 10 foreign countries. Foreign nationals from more than 50 countries are eligible to enroll in the school.

Although studies consume much of the students' off-duty hours, many find time to indulge in activities such as the Sonar School Band which is in frequent demand for parades and military honors. (The school also has a choir which is one of the most sought-after vocal organizations in the Florida Keys.)

All this activity, of course, is voluntary, but the large number of students who participate speaks well for the school's esprit de corps.

LantFleet

WHEN THE FLEET TRAINING GROUP at Guantanamo Bay opened for business in August 1943, its job was to coordinate and supervise shakedown and refresher training.

During the war years, nearly 200 ships were trained there in less than two years. That adds up to a little more than three and one-half days per ship, in a seven-day work week, month in and month out—quite a record.

In those days, the concept of having a training activity conduct underway shipboard instruction of an entire ship's crew was completely new. This worked so well during the war that it was retained and, in March 1945, destroyer and destroyer escorts were added to the repertoire at Guantanamo Bay, which previously had specialized in larger vessels.

Although the activities of the group at Guantanamo Bay were reduced at the end of World War II, the tempo increased again in 1950 when the outbreak of Korean hostilities required reactivation of mothballed ships and rapid expansion of the training workload.

During the Korean crisis, nearly all recommissioned ships from the Atlantic seaboard received from four to six weeks of shakedown training. It was not unusual to have as many as 40 ships in various stages of training at one time.

In 1955, when the Korean conflagration subsided, the Guantanamo Bay training group was again reduced in size and, in 1956, provision for training U. S. Coast Guard ships was included in the group's mission.

THE CREWS OF FOREIGN SHIPS from countries friendly to the United States were added to student rosters at Guantanamo by the end of 1958.

All shipboard training stopped, however, on 22 Oct 1962 during the Cuban missile crisis. This was the first time in 19 years that Fleet Training Group personnel were used to augment forces of the other base commands.

Instruction was resumed in November 1962. Except for brief interruptions occasioned by tropical

Training Group, Guantanamo

storms, training has been going on since.

Nowadays, the training group emphasizes evaluation and improvement in the effectiveness of various shipboard teams in addition to improving the knowledge and skills of individual crewmembers.

This training idea is reflected in the organization of the Fleet Training Group which closely parallels the standard shipboard organization.

Combat and other ship evolutions are stressed, rather than the internal administration and operation of a ship's departments and divisions.

Unlike many of the components of the Atlantic Fleet, the FTG at Guantanamo Bay does not formulate training or operational doctrine nor does it establish training standards for ships undergoing training.

Instead, the Fleet Training Group assists commanding officers of ships in meeting the operational and training standards imposed by Type and Fleet Commanders. This is accomplished by using approved standards and procedures.

There are eight training departments at Guantanamo, plus a Coast Guard representative who provides liaison between Navy and Coast Guard ships undergoing training at Guantanamo.

THE GUANTANAMO Weapons Department specializes in anti-air warfare, surface gunnery and surface-to-air missile systems training. The exercises in these areas evaluate the ship's employment of its armament. This department is also responsible for the observation of basic seamanship evolutions such as man overboard, abandon ship, anchoring, mooring, replenishment at sea and towing.

The Operations Training Department specializes in navigation, ship control and the operation of electronics systems such as those used for navigation, identification and tracking of air and surface targets, and other combat functions.

Combat and noncombat damage control is taught by the Damage Control Department. The restoration

of vital ship systems is also taught although the preventive aspects of damage control are emphasized. These include establishing and maintaining watertight integrity, removal of unnecessary fire and missile hazards and the maintenance, distribution and use of emergency equipment.

Training is given by the Engineering Department in the maintenance, operation and restoration of propulsion machinery, electrical generating and distribution systems, water systems and related auxiliary equipment. Observers also conduct exercises designed to help improve engineering plant performance and engineering casualty control.

The Anti-Submarine Warfare (ASW) Department exercises the ship's ASW teams in utilizing the full capability of their ship while

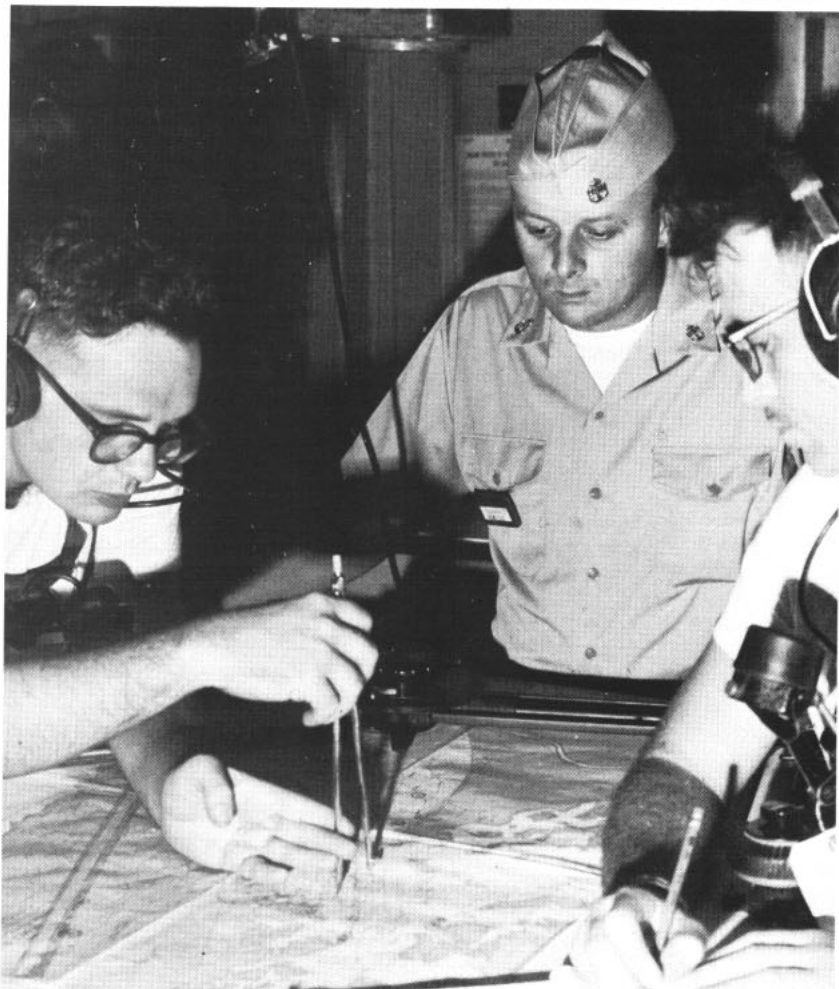
they are undergoing refresher or shakedown training.

During exercises, Fleet tactical doctrine is emphasized and training and drills are directed toward developing the necessary teamwork for the crew to locate, attack and destroy an evasive enemy submarine using the detection and weapons systems on board.

The Air Department is responsible for the training and evaluation of the flight deck, hangar deck and aviation fuels crews of aircraft carriers as well as amphibious assault ships.

The conduct of medical and non-medical crew training aboard ships is the province of the Medical Department at Guantanamo. This department also assists in ensuring that the ship's Medical Department is an effective part of the over-all battle organization.

WATCHFUL EYE—Chief Radarman Robert P. Schantz, of Operations Training Department, Fleet Training Group, Guantanamo Bay, observes CIC operations.



NUWPN Training Center, Norfolk

THE Nuclear Weapons Training Center, Atlantic, turns out qualified crews, officers and enlisted, to man the Atlantic Fleet's nuclear weapons. It's in Norfolk, Va.

The center teaches officers to organize and plan the employment of nuclear, chemical, biological and air-delivered conventional weapons.

Training covers technical and administrative aspects, and training support as well as supply and inspection.

Twelve separate courses are offered by the Technical Training Department for both officers and enlisted men. Students learn to handle, maintain and store nuclear weapons as well as the modernization, conversion, assembly and testing of nu-

clear weapons and their warheads. Record-keeping and reports are covered also as part of the administrative training. As might be expected, these courses stress safety and security.

Nuclear weapons orientation courses for junior and senior officers are given by the Nuclear Warfare Department as well as longer and more detailed studies in the employment of nuclear, chemical, biological and air-delivered conventional weapons.

In addition to these regularly scheduled courses, the Nuclear Warfare Department also offers special courses which are taught by traveling teams requested by Atlantic commands.

A separate Nuclear Weapons Safety Officer course is programmed for the spring of this year by the Atlantic Training Command.

The Technical Inspection Department is the largest at the center. Its inspectors are with the Fleet so much that they are regarded as serving on arduous sea duty. All are skilled in their field and many have been specialists in nuclear weapons for many years.

They have the responsibility of ensuring initial and continued qualification of Fleet Navy men to store, handle and employ nuclear weapons. It is largely through their efforts that the Atlantic Fleet will be able to employ effectively its nuclear capability if the need ever arises.

Fleet Training Center, Mayport

THE U. S. FLEET TRAINING CENTER at Mayport was the first training command of its type to be built after the Korean hostilities ended. Its concrete and brick buildings on the northeast corner of the Mayport Naval Station present a trim, modern appearance.

There is also a firefighting field in the complex which includes an aircraft carrier hangar deck mockup. The buildings house pumps and firefighting tanks, and the materials and space for students to practice plastic patching within the firefighting complex.

Within this complex, the mission of the Fleet Training Center is ac-

complished — providing practicable, operational training in shipboard evolutions which cannot profitably and adequately be conducted on board ship.

The entire Fleet training complex at Mayport grew from the need of local unit commanders. Specific requirements focused on electronic warfare training when local commanders wanted a means of conducting in-port electronic countermeasures (ECM) exercises which would be sufficiently realistic to benefit their crews. They also needed a means of calibrating their on-board ECM equipment while in port.

The first piece of equipment used

by the unit was one which generated electronic signals. This gear was "cumshawed" from NAS Jacksonville and mounted on a mobile platform from which it began generating electrical signals for ECM equipment calibration by the ships in port.

At first, there was a small problem. Since the cumshawed training device moved from one location to another around the station, the ships in the basin were unable to determine the exact location of the signals.

The problem was solved, however, in a relatively simple way by filling balloons with gas, attaching them to the training device with fishing line and sending them aloft. Visual bearings could then be taken by the ships and compared with the bearings obtained by their direction-finding equipment.

The Fleet Training Center at Mayport had met its first problem and conquered it with borrowed equipment, some fishing line and a box of balloons. Since then, FTC Mayport has been solving other problems—not always in so unusual a fashion, but just as effectively.





of nuclear, biological and chemical (NBC) defense.

All these courses use the actual equipment employed aboard ship. In addition to the trainer environment for damage control exercises, mock-ups resembling engine rooms and boiler rooms are used for fighting fires. It's like the real thing.

THE TRAINING DEPARTMENT has the only Cooking School in either the Atlantic or Pacific Fleet Training Commands. Classroom work on nutrition and menu planning is interspersed with practical applications of culinary skills in the Naval Station, Charleston, galley.

Fleet Training Group, Charleston

FLEET TRAINING GROUPS can be found in most areas where Fleet units are concentrated, and Charleston is no exception. But there is a difference between the group located near Charleston's historic harbor, and others.

Ships as diverse as *Polaris* submarines and wooden-hulled minesweepers are homeported at this South Carolina port and Charleston's Fleet Training Group provides training in various aspects of shipboard operation for the varied crews.

Charleston's Underway Training Unit specializes in underwater refresher and shakedown training for crews of U. S. Atlantic Fleet minesweepers.

Around 16,000 Navymen from the Fleet population of 63 combatant ships and three auxiliary ships homeported at Charleston take the shore-based portion of their training at Charleston Fleet Training Center.

This instruction is given both individually and to teams in more than 50 courses, which vary in length from one-half day to 12 weeks. Areas covered by this instruction include firefighting, damage control, shiphandling, CIC, communications procedures and commissaryman training.

The Weapons Department teaches submarine classifications, operation and maintenance of mine-hunting sonar and the use of electronic equipment.

Team training and antisubmarine warfare, anti-air warfare, electronics warfare and naval gunfire support tactics are taught from the viewpoint of the Combat Information Center by the Operations Training Department.

The Damage Control-Firefighting Department trains students in shipboard damage control, firefighting techniques and the practical aspects

The Training Department also conducts a course for motion picture projector operators. Here the students receive instruction in routine preventive maintenance and film-splicing techniques as well as the proper operating procedures.

Through these and the remainder of the 325 offered courses of instruction, modern comprehensive direction is provided to more than 135,000 Atlantic Fleet men each year.

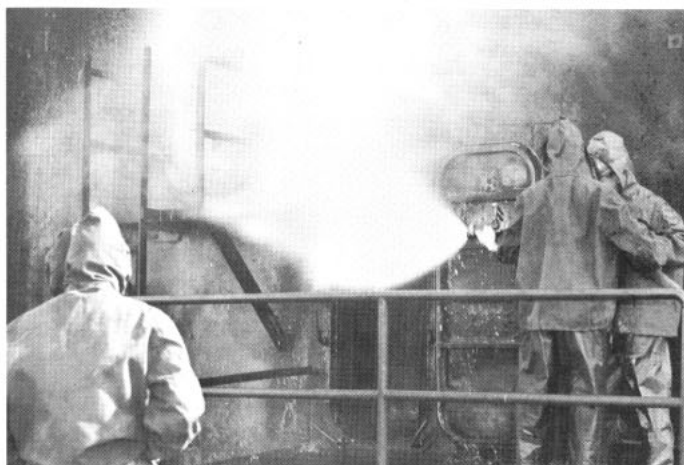
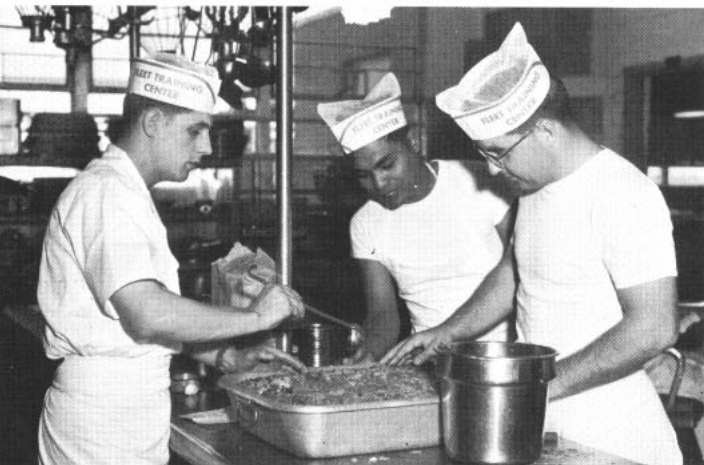
There you have it, in capsule form—the TRALANT story.

The Atlantic Fleet Training Command, now in its 26th year of continuous operation, takes pride in its outstanding facilities and in the dedication and capability of personnel.

For over a quarter of a century TRALANT has been on the job—dedicated to a well-trained Fleet.

It rates a three-way "E"—for Effort, Efficiency and Esprit de Corps.

MANY SUBJECTS—Courses for cooking and damage control are just two of the subjects taught by FTG at Charleston.





1969 CAREER MOTIVATION CONFERENCE

CAREER MOTIVATION: CHALLENGE TO LEADERSHIP

THE U. S. NAVY Career Motivation Conference, composed of senior representatives from a number of the major commands ashore and afloat, is meeting on 4 March at the Naval Air Station, Patuxent, Md. Its mission is to discuss officer and enlisted career problems, retention, and ways to improve career motivation. Primary emphasis is being placed upon "in house" actions which can be taken within the Navy, without assistance from the Department of Defense or the Congress.

The importance of the confer-

ence was pointed up by Admiral T. H. Moorer, Chief of Naval Operations.

"In recent years," he said, "we have been applying steadily increasing effort and resources to retaining high quality officers and petty officers.

"Despite this, officer and petty officer retention rates continue to decline." The aim of the officials representing 34 commands and activities throughout the Fleet will be to study measures and make recommendations to insure that the Navy will retain a sufficient pro-

portion of its trained personnel, so that "our manpower will keep pace with the rapid growth of technology."

The Chief of Naval Operations commented upon retention in OpNav Notice 5050, of 12 Oct 1968, which served as convening authority on the conference. "Fleet readiness," he said, "is being adversely affected. It is true that external factors over which we have little or no control contribute significantly to this. Nevertheless, in those areas in which we do have a fair degree of control, it appears unlikely that all possible worthwhile actions have been taken.

"Better retention will result from better motivation. We in the Navy must do a better job at all levels in motivating high quality people to career service."

The Chief of Naval Personnel, Vice Admiral Charles K. Duncan, USN, will act as host and conduct the conference. In preparation for the meeting, he convened a Career Motivation Workshop last November, composed of the retention officers of many of the major commands, whose purpose it was to identify and define motivation problems submitted from Navy-wide sources.

The results of the Workshop were stated by Admiral Duncan in BuPers Notice 5050, of 15 Dec 1968:

"The Career Motivation Workshop has identified motivation problems for consideration by the forthcoming conference. These problems deal with many aspects of Navy life, including personal communications, communications with the family, job satisfaction, image and prestige of Navy service, personnel administration, organization for motivation and inservice education.



From the Chief of Naval Operations

Everything we achieve in the Navy is done through people. This means that attracting and retaining the best men and women is a matter of primary importance to the future of the naval service, and ultimately, to that of our country. This is a special challenge at a time when highly qualified men are urgently sought for responsible positions in all areas of our society.

There are many benefits and rewards to Navy life, not all of which are financial or tangible. Much depends upon the ability of our people to find satisfaction in the service of their country. Encouraging them toward career service demands the most effective communication and enlightened leadership from the junior petty officer level to the very top echelons of command.

Your contributions at this conference, and the results which you achieve when you return to your command, will determine in large measure the accomplishment of this most vital endeavor. I urge your very best efforts, and wish you success.

T. H. Moorer

T. H. Moorer
Admiral, U. S. Navy

"The Chief of Naval Operations has charged the Conference with finding practical ways to improve officer and enlisted motivation and thus to help build a Navy-wide career motivation umbrella under which command motivation programs can flourish. Such an umbrella must be fully credible and therefore must have full and demonstrable interest and support."

The other military services have accepted Navy's invitation to send representatives to the conference. With problems often similar to those the Navy is trying to lessen, these representatives can contribute significantly to the deliberations of the conference panels.

In addition to the Navy officials attending the conference (see box) the Bureau of Navy Personnel is providing conference coordination by —

- Captain Ward S. Miller, USN, Director of Retention Plans and Programs.

- Commander R. A. Johnstone, USN, Manager, Officer Retention Programs.

- Commander James R. Talbot, USN, Manager, Enlisted Retention Programs.

Senior Enlisted Advisor to the conference is Master Chief Petty Officer of the Navy Delbert Black.

The conference is expected to continue from 4 through 7 March. The Commander, Naval Air Test Center, Patuxent River, has arranged for facilities and support of the meeting. Vice Admiral Duncan will open the conference and Admiral Moorer will address the representatives on the first day.

Conference members face three major objectives:

- To find practical ways to improve both officer and enlisted motivation.

- To stimulate interest at all levels of command in the vital job of keeping high quality personnel.

- To engender an increasingly acute sense of participation and personal involvement in retention at all levels.

Significantly, the theme of the meeting will be "Career motivation: challenge to leadership."



ADM Thomas H. Moorer, USN
Chief of Naval Operations



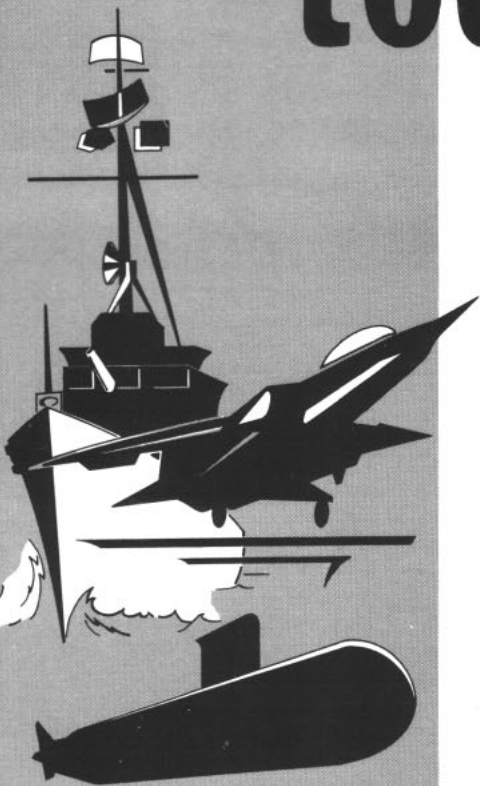
VADM Charles K. Duncan, USN
Chief of Naval Personnel

Membership of the Conference

Navy officials of 34 commands in the U. S. and overseas are attending the Career Motivation Conference at NAS Patuxent River, Md.

Command	Representative	Billet
COMNTCS Diego	Rear Admiral Allen A. Bergner	Commander
COMTRAPAC	Captain W. B. Fargo	CO FTC, San Diego
COMPHIBPAC	Captain G. W. Rahill	Chief of Staff
COMSERVPAC	Captain Dan T. Drain	Chief of Staff
COMFIVE	Captain Jack A. Miller	DistInsGen
CNATRA	Captain Graham Tahler	Asst COFS Admin
COMINEPAC	Captain Melvin J. Carpenter	Chief of Staff
COMONE	Captain Robert E. Sharrai	Asst COFS Admin
COMTRALANT	Captain S. T. Sadler	CO FAAWTC, Dam Neck
COMNINE	Captain J. R. Pendleton	Special Projects
COMPHIBLANT	Captain Joseph E. Peek	Force Retention
CRUITRACOM	Captain J. R. Collier	Commanding Officer
COMSERVLANT	Captain Earl W. Anderson	Asst COFS Admin
COMNAVAIRLANT	Captain G. W. Cogswell	Asst COFS Pers
COMNAVAIRPAC	Captain F. S. Haak	Force Retention
CINCLANTFLT	Captain Darrell Zwemke	Reserve Coordinator
COMINELANT	Captain Jack L. Koons	Asst COFS O & R
COMCRUDESANT	Captain Francis B. Shrake	Force Insp/Safety
CHINFO	Captain Dennis D. Overby	Dir Int Relations
COMSUBLANT	Captain Homer R. Bivin	Asst COFS Pers
USNA	Captain W. C. Nicklas, Jr.	Hd, Science Dept
NAVPGSCOL	Commander James K. Jobe	Asst Professor
COMSUBPAC	Commander James R. Kennedy	Force Pers
CNATRA	Commander Henry Bippus	Retention Officer
COMCRUDESANT	Commander Peter G. Brown	Asst COFS Pers
CINCPACFLT	Commander Richard H. Jones	Fleet Retention
COMPHIBPAC	Commander James B. Williams	Force Pers Officer
NAVOCs	Commander Kenneth L. Wright, Jr.	Executive Officer
NAVSCSCOL	Commander W. W. Coons (SC)	Executive Officer
USNA	Commander Elmer E. Inman (MSC)	Clinic Psychol
COMNAVAIRPAC	Lt. Commander G. M. Furlong, Jr.	Retention Officer
COMCRUDESANT	Lt. Commander Bob L. Peterson	Retention Officer
COMINEPAC	Lieutenant W. S. Turner	Force Retention
COMSUBLANT	Lieutenant Walter W. Kesler	Retention Officer

today's navy



Welcome Home

While away from home port on deployment, the activities and accomplishments of Fleet ships were impressive:

- During a six-and-a-half-month tour of duty in Vietnam, the San Diego-based guided missile frigate *uss Horne* (DLG 30) steamed almost 50,000 miles, was at sea 152 days, and handled 510 safe helo landings.

Her duties included control of combat air patrols, strike support, and search and rescue. *Hornemen* identified and tracked nearly 12,000 Navy, Marine, Air Force and Army flights, controlling over 1000 combat air patrols.

During 51 days as strike support ship, *Horne* monitored approximately 8000 aircraft combat missions. Her air controlmen vectored a battle-damaged Navy fighter to an aerial tanker for refueling and, on another occasion, directed a combat air patrol to intercept four enemy fighters, one of which was shot down and the others routed.

- The San Diego-based destroyer tender *uss Piedmont* (AD 17), during a seven-month Far East deployment, gave assistance to 193 ships, including two Australian vessels, and five submarines.

Ports visited during the tour included Subic Bay, Kaohsiung, Hong Kong, and Yokosuka.

- In a seven-month stint in West-Pac, the heavy cruiser *uss Saint Paul* (CA 73) fired her guns in support of Allied troops. She conducted 73 replenishments at sea while alongside ammunition ships, oilers, and provisions ships. From these, she received ammunition, 93 tons of general supplies, 342 tons of food and 6,791,304 gallons of fuel oil while sailing 47,189 miles.

- In her third Vietnam deployment the San Diego-based destroyer *uss Hanson* (DD 832) had varied duties, including search and rescue, gunfire support, carrier task group operations, interdiction fire, and plane guarding.

Ports visited include Yokosuka and Sasebo, Japan; Subic Bay, in the Philippines; Kaohsiung, Taiwan; Hong Kong; Guam; Midway Island; and Pearl Harbor.

- During an eight-month deployment with the U. S. Seventh Fleet, *uss Estes* (AGC 12) served as flagship for Commander Amphibious Force Seventh Fleet. The flagship, which is homeported in San Diego, participated in a total of nine amphibious assault operations in Vietnam.

Operational highlights of *Estes'* deployment took place in and around Da Nang, as she acted as a command and communications center for Seventh Fleet amphib forces.

- During a four- and -one-half-month deployment to the Mediterranean, Amphibious Squadron Two participated in five amphibious landings and visited ports in Malta, Turkey, Greece, Spain and Italy.

The squadron is made up of the attack transports *uss Chilton* (LPA 38) and *Mountrail* (LPA 213), the attack cargo ship *uss Yancey* (LKA 93), the dock landing ships *uss San Marcos* (LSD 25) and *Fort Mandan* (LSD 21), and the tank landing ship *uss Traverse County* (LST 1160).

After finishing its first major NATO exercise with Greek amphibious forces, the squadron visited Izmir, Turkey, and moved next to a training anchorage off Navplion, Greece.

Jackpot

David A. Westington, Aviation Electronics Technician 2nd Class recently received nearly \$9000 as a variable reenlistment bonus when he shipped for six aboard *uss America* (CVA 66).

Presently serving with Attack Squadron 82, Petty Officer Westington joined the Navy in September 1965. Reenlisting under the STAR Program, he is scheduled to attend "B" school at NATTC Memphis in the near future.



WARM WELCOME—School band and marching unit supplements other festivities of Operation Welcome.

Everybody Cheers

Business and civic clubs in the San Diego area have organized a "welcome home" procedure to honor servicemen who land in the Navy port city after tours in Vietnam. It's known as Operation Welcome, and works like this:

A ferry carries a band, pom-pom girls and citizens with welcome home signs into San Diego Bay to escort the returning warship into port. An aircraft flies over, dips its wing and releases OW banner. Waiting on the pier are hundreds of anx-

ious Navy wives and children and members of the OW committee. Banners, balloons and signs are passed around. Refreshments are served.

As the ship approaches the pier, balloons carry the OW message high into the air. The people on the pier wave small American flags. A large cake is made ready to be taken aboard the returning ship. Everybody cheers.

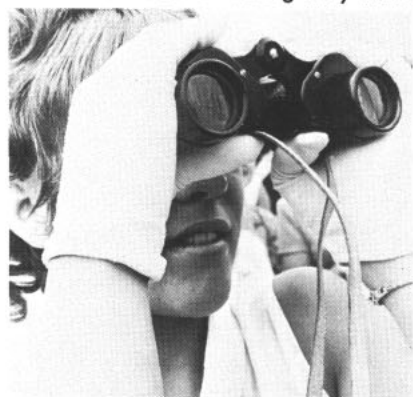
The heroes' welcome for Vietnam veterans was organized after someone noticed one day two years ago that 1000 Marines arriving in San

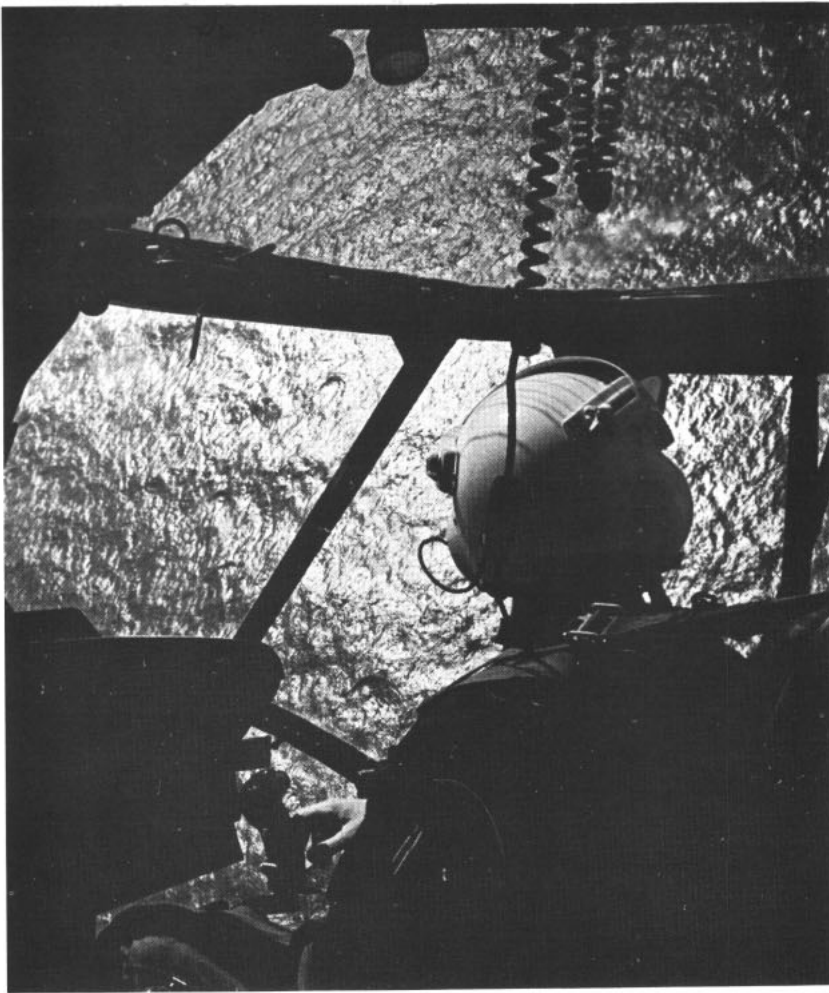
Diego were welcomed, so to speak, by 17 dock workers.

The idea to meet, greet and cheer the Vietnam vets spread among civic and business organizations, and 15 area clubs agreed to conduct Operation Welcome on a continuing basis. Volunteers from the club donate time and money to keep the project under way.

Major commands in the area are contacted for information on returning units, and all servicemen who enter by ship or plane after Vietnam duty are given a hearty welcome.

HERE THEY COME—Young lady watches for her Navyman. Center: Lad and sign await dad. Right: Good to be home.





Harbor Defense

Merchant ships which carry supplies to allied forces in South Vietnam are tempting targets for sabotage. To discourage infiltrators, small craft assigned to Operation Stable Door keep a close check of goings-on in the harbors at Cam Ranh Bay, Vung Tau, Qui Nhon, Nha Trang and Vung Ro.

It's not an easy job. Fishing junks ply the harbors in large numbers; most carry legitimate fishermen, but some have VC on board.

Much of Operation Stable Door is conducted by 36-foot landing craft (LCPLs) which patrol the harbor day and night. When needed, 17-foot skimmers and more heavily armed harbor picket boats also are called in.

During the day, the harbor defense crews stop each water taxi and sampan to check ID cards and papers. They don't find many VC, but must look for them anyway. It

is said that the looking discourages infiltrators.

At night, fishing boats are kept away from shipping channels and a curfew is enforced on the inner harbor.

Harbor defense activities are directed from an Entrance Control Post, usually located on some high point ashore which provides the best view of the harbor, channel and anchorages. Radar, searchlights and lookouts survey the area and directions for the patrol units are relayed by radio.

Dahlgren Visits Africa

AM-I-TY: From the Latin *amicus*, meaning friend or friendly. That's the way Noah Webster began defining the word but it also describes the spirit of the Navy's Operation Amity 1969.

The 350 officers and enlisted men of the guided missile frigate

uss *Dahlgren* (DLG 12) are bringing amity to Africa this year. Before *Dahlgren* sailed, she had firm commitments to visit Monrovia, Liberia; Abidjan, Ivory Coast; and Lome, Togo; in West Africa.

As official representatives of the United States, *Dahlgren's* officers will exchange formal calls with local officials, and both officers and chiefs will meet their counterparts in port—men who have similar professional and technical occupations with whom they can discuss mutual interests.

On a less formal basis, crewmembers will exhibit their country's goodwill by inviting friends they meet ashore to be their personal guests at meals aboard ship and for a tour of the ship. Several teams of volunteer workers have also volunteered to repair and refurbish institutions such as hospitals, schools and orphanages.

Music has always been well received during past Amity cruises. It speaks an international language as the beat of the band is picked up by its listeners.

During Amity 1969, a group of musically talented Navymen will perform in public, while others will accept invitations to speak about their ship, the Navy and the U. S.

Dahlgren's athletic teams will compete with local teams and the public will be encouraged to tour the ship to see Navy exhibits and demonstrations of equipment.

American businessmen who have contributed merchandise to the Navy's Project Handclasp will also be represented during the goodwill visits. Twelve thousand pounds of medical supplies and other useful material will be unloaded at African ports during the tour.

Amity 1969 is the first such cruise that has been made in the past five years. Its predecessors have been singularly successful and the same success can be predicted for *Dahlgren's* tour.

After *Dahlgren's* friendship cruise, she is scheduled to continue as far as the Indian Ocean for duty as flagship of Commander Middle East Force.

Dahlgren and two destroyers will operate as the only permanently assigned U. S. naval vessels in waters from the Persian Gulf to the coast of East Pakistan.

Frogman Recruits

IT WAS an auspicious occasion. There were 34 recruit companies graduating from the Recruit Training Command at NTC Great Lakes. Thirty-three of them were dressed in the traditional Navy blues; the 34th company was in combat green fatigues.

They were the men of the first experimental Underwater Demolition/SEAL recruit company. Their next stop was the Navy's Amphibious School in Coronado, Calif., for 18 weeks of specialized UDT/SEAL training.

UDT frogmen proved their worth in WW II and SEALs (Sea, Air, Land) were established in 1962 to meet the Navy's expanding role in special warfare.

With the demonstrated success of the UDT/SEAL teams, the overall training program and manpower requirements have been increased. The special UDT recruit company is the first specifically and wholly organized to prepare men for the rigorous training at Coronado. In the past, men have been recruited for UDT programs while undergoing regular recruit training.

The 37 recruits in the UDT company were chosen from 520 tested by Chief Engineering Aid William E. Raschick, an 11-year Navy veteran and member of the first SEAL team in 1962. As the UDT company commander, Chief Raschick has personally supervised the testing, selection and conditioning of the UDT recruits. He will lead another UDT company scheduled for formation in January.

The next step will be knot-tying under water.



UDT recruit surfaces after underwater swim.

Mental selection requirements for UDT recruits are high, and physical tests are strenuous. In the space of an hour, UDT hopefuls are required to complete a 300-yard swim in seven and one-half minutes; two minutes each of sit-ups, squat thrusts and push-ups; and a one-mile run in seven and a half minutes. They must also pass a Navy diver's physical.

Special emphasis was placed on getting the men in shape for the Coronado training. The men also learned to send and receive semaphore as well as to master a wide variety of knots and splices—all this while under water.



Rugby game aids physical conditioning.

Chief William Raschick paces his men.





They Speak Vietnamese

FOR MANY NAVYMEN, language training at the Naval Amphibious School in Coronado, Calif., is an important final step in preparation for duty in South Vietnam.

Obviously, it's easier to get around in any foreign country if you can speak the native tongue.

The language school at the amphibious base off San Diego was opened in January 1966 to give Navymen headed for duty with river patrol and *Swift* boat crews, Naval Advisory Groups, and SEAL (sea, air, land) teams, a specialized Vietnamese vocabulary—enough to get around without an interpreter.

The training, which runs only to six weeks, is not designed to turn out linguists. Stress is on simple conversational Vietnamese, with most of the emphasis on words and phrases needed to perform "in country" duties more effectively. Most graduates of the school are able to converse intelligently on such subjects as food, weapons, water, weather and medical needs.

Fifteen instructors from all areas of Vietnam are employed by the school full-time; each has had at least two years of American college in addition to full courses in Vietnamese-speaking high schools.

A recording studio and labora-

tory for 30 students aid in the language training. Students listen to tape recordings through earphones, and receive individual instructions, as needed, from a teacher who monitors the switchboard.

As many as 150 students receive language training at one time, with the best results achieved in small classes of eight or 10 men each. Fifteen separate classrooms make the small-class work possible.

The first few days of language training are devoted mainly to vocal exercises. Vietnamese is considered difficult for English-speaking people to learn because of intonations seldom heard in English. Most students find that the biggest stumbling block in learning the language is to make the sounds they had never made before.

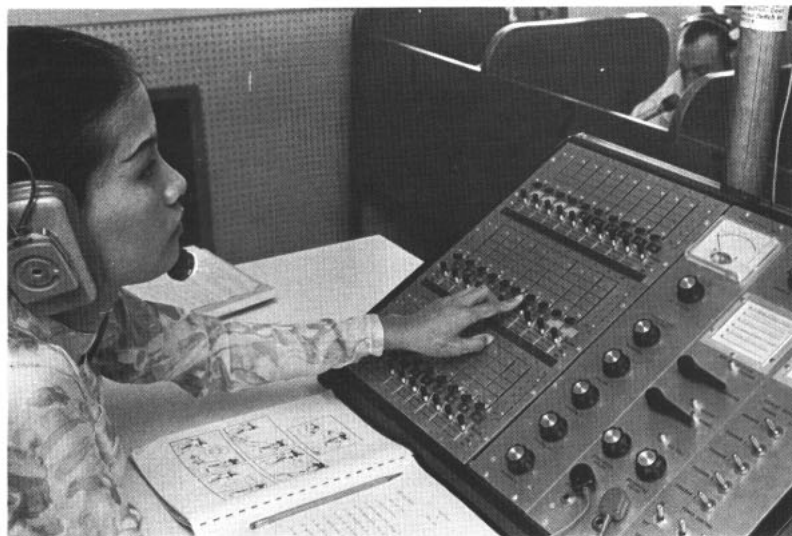
Although most of the students are Navymen, government-employed civilians and men from other services also may attend the school if they have orders to Vietnam.

One pretty Vietnamese instructor confided that the Navymen are excellent language students, even though "at first they seem a little bashful." However, she added: "They soon discover they have the same problems and then go out of their way to help each other."

—Story and Photos by Ken Ireland, Photographer's Mate 1st Class.



LANGUAGE LEARNING—Vietnamese instructor helps student over difficult part of assignment. *Below Left:* Student listens to pronunciation in the language lab. *Right:* An instructor at switchboard monitors students.





FAIR WEATHER OR FOUL—Aerographer's Mate 2nd Class Larry Girton explains weather chart reading (left) and uses of a teletype in a weather forecasting program (right) to Quartermaster group from USS Wedderburn.

Weather Training

Fewer than 10 per cent of the ships in the Fleet have aerographers on board. This means that some 90 per cent of shipboard weather readings must be taken and reported by quartermasters and others who know their way around the bridge but have had little or no training in meteorology.

To improve the effectiveness of these part-time weathermen, aerographer's mates assigned to the Naval Weather Service Environmental Detachment at NAS Cubi Point, Philippines, call on WestPac ships that visit the port and hold how-to-do-it classes.

Lieutenant S. E. Adams, officer in charge of NWS-ED, calls on each ship that visits Cubi Point and lets the QMs know the training is available. Those who request it then are visited by Chief Aerographer's Mate Lawrence A. Huffana and Aerographer's Mate 2nd Class Larry Girton.

During an 11-month period last year, the two AGs held 168 classes while showing 817 men how to take accurate weather readings and turn the results into coded reports.

Each class lasts from two to three hours, depending on the experience of the students. Most of the training consists of instruction in coding

a synoptic form used to report from a ship back to shore. Any errors in such reports are quickly spotted by the experienced AGs, and those with discrepancies must be discarded.

This is where the NWS-ED training has paid off most; since showing the part-time weathermen how to fill out the forms properly, errors in reporting have been cut back dramatically.

—D. E. Walsh,
Journalist 3rd Class, USN.

Navy Fights Pollution

Over the years, the Navy has been taking aggressive action to reduce air and water pollution at Navy shore installations, and aboard ship.

An example of the ashore efforts is the continuing program undertaken by Navy activities in the Norfolk area.

The Navy was awarded, in 1966, the "Borland Award," established by the Hampton Roads Sanitation Commission, for outstanding contributions to pollution abatement.

In the past, the Navy has installed sewage treatment facilities at all of its major naval activities in the Hampton Roads area at the time of construction.

Water pollution reduction projects at Naval Communications Station, Northwest, Va.; Naval Amphibious Base, Little Creek; Norfolk Naval Shipyard, Portsmouth; and Fentress Auxiliary Air Field, Va., have been completed. Similar projects are currently underway at other naval activities in the Norfolk area.

On a priority basis, the Navy is undertaking several research and development projects to find a practical solution to the pollution of tidal waters by Navy ships.

At the present time a unit to treat shipboard sewage is under Fleet evaluation. It has been installed on board USS *Fiske* (DD 842), currently deployed in the Mediterranean, and has been in operation since March 1968.

This new sewage treatment system is a mechanical electro-chemical process which separates solid and liquid wastes and treats each by appropriate methods including incineration.

Unlike conventional biological treatment systems, which depend on continuous bacterial action, the new system may be started and stopped with a turn of a switch.

The treatment efficiency of the unit on board *Fiske* is performing well above expectation. The Navy is now planning for budget presentation and procurement specifications.

Concerning the USS Pueblo Court of Inquiry

When the Chief of Naval Operations, Admiral Thomas H. Moorer, USN, addressed the American Bar Foundation at Chicago, Ill., he included in his speech remarks concerning the Pueblo Court of Inquiry. His purpose was to put the Court of Inquiry, which is still in process, in "proper perspective." He described the Court of Inquiry as a fact-finding body, and went on to discuss its function in this capacity.

CNO's remarks are being reproduced here for the information of Navy men, aboard ships at sea and overseas, who would otherwise not have an opportunity to read them.

I WOULD LIKE to take advantage of the presence of such a distinguished group of the nation's leading lawyers to discuss briefly a most pressing legal topic of the day—The Pueblo Inquiry.

You, as lawyers, will understand why I, as Chief of Naval Operations, and thus in the reviewing chain of command, cannot make comments on the substantive aspects of testimony given during the Inquiry. I will be ready to do this at the appropriate time.

I can, however, put the nature of the Inquiry in proper perspective and, hopefully, reassure the American people that the Court of Inquiry is being conducted in a straightforward, legal and objective manner.

First: What is a Court of Inquiry? It is a fact-finding body—that and nothing more. It is not a court-martial. Witnesses at a Court of Inquiry are not on trial. A Court of Inquiry cannot even prefer charges. It simply records the facts and makes recommendations to the convening authority—in this case the Commander in Chief of the Pacific Fleet. These recommendations may cover such things as operational procedures, material improvements, communications, training of personnel, international law—and many other subjects—and, if warranted, the recommendation for further legal proceedings.

Next: Why are we having a Court of Inquiry? A ship has been

lost. We always have a Court of Inquiry when this happens—whatever the cause.

Particular emphasis is being placed on protecting the rights of the individuals, and on lessons learned. These lessons will be of great assistance in the future.

When the Inquiry opened its initial session, the first witness was Commander Bucher. He was given the legally required advice concerning his rights as a party to the Inquiry. Counsel for the court made it clear that Commander Bucher was not at that time suspected of having committed any offense under the Uniform Code of Military Justice.

Later, when Commander Bucher, in his testimony, indicated that the North Koreans had boarded his ship, the counsel for the court—as required by the law you know so well—told Commander Bucher it was possible that he had violated U. S. Navy Regulations, Article 0730, which reads: "The commanding officer shall not permit his command to be searched by any person representing a foreign state nor permit any of the personnel under his command to be removed from the command by such persons, so long as he has the power to resist." He explained to Commander Bucher his right to testify no further and gave him the routine, required warning that, if he did so, the information could be used against him later.

Since this simple act of legal procedure—basic to our legal system—caused so much controversy, was so misinterpreted and has caused so many to prejudice the outcome of this Inquiry, let me emphasize three points:

First: Such a warning was not unexpected by Commander Bucher or his counsel—here are the words of Commander Bucher's counsel addressed to the counsel for the court: "We have discussed this matter with Commander Bucher in some detail. As you know, we had some preliminary conversations with you before this Court of Inquiry convened as to the procedures that would be followed and

the manner by which Commander Bucher's story and the story of the USS Pueblo could be presented to this Court. We obviously anticipated the situation that we find ourselves in at the present moment. We have discussed this in detail with Commander Bucher. In view of your warning, Commander Bucher persists in his desire to fully and completely tell this Court of Inquiry the details of the 23rd of January and the events subsequent thereto. Based on that, Commander Bucher, with the Court's permission, requests that he be permitted to testify, and complete this phase of the story. Commander Bucher, am I correctly reciting your wishes in this matter? And do I correctly recite that you have been adequately and fully apprised of all your legal rights which include the right to remain silent on this portion?" Commander Bucher answered in the affirmative.

The second point I would like to emphasize is that a Court of Inquiry must begin with a blank record. Newspaper accounts, rumors, secondhand reports or prejudgments cannot be considered. The official record of the Pueblo's capture and the treatment of her crew must come from testimony and evidence presented to this Court of Inquiry. For the Court, what has appeared and will appear in public accounts simply does not exist.

Thirdly: Whether the Navy—or anyone in the Navy—was pleased or displeased with Commander Bucher's testimony could have nothing whatever to do with that warning. I realize I am "preaching to the choir" when I tell you that. However, the requirement to warn Commander Bucher is obviously not so well understood by some.

I am deeply troubled—the Navy is deeply troubled—that what was a routine and totally correct legal procedure has been widely misinterpreted.

As Chief of Naval Operations—I intend to ensure—and the Court itself will ensure—that Commander Bucher's rights—as well as all others appearing before the Court—are fully protected. Possibly there

will be similar warnings concerning self-incrimination as additional witnesses testify. The point to keep in mind is that the Navy is searching for facts—not scapegoats. We are doing so—within limits imposed by national security—in open hearings, because I believe that this is the way the American people would want it done. And we are taking well-tested and legally prescribed steps to protect the rights of all concerned.

I earnestly request the American people to be patient, not to prejudge, and to have full trust and confidence that the procedures used in developing the facts surrounding the piracy against *Pueblo* are being carried out by experienced men of great integrity who have only the welfare of our country at heart.

Changes in the Fleet

In recent months several ships have joined or rejoined the Fleet, while some older ships were bowing out to make room for the incoming youngsters.

Commissioned were:

- The amphibious transport dock *uss Denver* (LPD 9), at Bremerton, Wash. The new *Denver* is a flagship version of the *Austin* class of amphibious ships. She is fitted with a helicopter flight deck large enough to land two helicopters simultaneously.

She has an over-all length of 540 feet, a beam of 84 feet, and a full load displacement of 16,500 tons. She is designed to steam at better than 20 knots.

- The amphibious assault ship *uss New Orleans* (LPH 11), at Philadelphia. The helo-carrying LPH will have the capability of launching more than 1000 troops in vertical envelopment.

She will be homeported in San Diego, Calif.

- uss Albert David* (DE 1050), in Seattle, Wash. The new escort ship displaces 3403 tons fully loaded, is 414 feet long, and 44 feet at the beam.

- The nuclear submarine *uss*

Whale (SSN 638), at Quincy, Mass.

Whale was launched on 14 Oct 1966. She is 292 feet long, and displaces over 4000 tons submerged.

- uss Butte* (AE 27), an ammunition ship, at Boston Naval Shipyard.

Butte is the second of a new class of ammunition ships. The 564-foot ship will be able to maintain speeds of about 20 knots and will be equipped with the Fast Shuttle Transfer System (FAST) for mechanized handling of missiles and components.

With the FAST system, *Butte* will be capable of supplying ammunition and missiles to two other ships simultaneously while underway. She will have helicopters aboard for deliveries at a distance. The ship will have a full load displacement of 17,490 tons and will be manned by a crew of about 400.

REJOINING THE FLEET was the cruiser *uss Albany* (CG 10), in ceremonies at the Boston Naval Shipyard.

It was the third commissioning for the cruiser. Built in Quincy, Mass., the ship was first commissioned on 25 Jun 1946 as a heavy cruiser in Boston. After 12 years of active life she was decommissioned on 30 Jun 1962. She was converted to a guided missile cruiser, and recommissioned on 3 Nov 1962.

Following duty with the Sixth Fleet, *Albany* was decommissioned on 1 Mar 1967, at the Boston Naval Shipyard for a major AAW conversion.

Albany is also equipped with the Naval Tactical Data System.

THE ATTACK aircraft carrier *uss Ticonderoga* (CVA 14) is back on duty after two and a half months in Long Beach Naval Shipyard. The 24-year-old carrier entered the yard after her fourth combat deployment to Vietnam. The shipyard put more than \$10 million and 65,000 man-days into the work.

The yard work included several jobs aimed at preparing the ship to carry the Navy's newest attack plane, the A-7 *Corsair II*. New berthing compartments were added,

and the ship's mess, laundry and fresh water distilling equipment were enlarged. Ammunition handling spaces were enlarged to allow faster handling of the larger amounts of ordnance carried by the new aircraft.

Tico's steam catapults were completely overhauled; the flight deck was resurfaced; the boilers were relined with new firebrick; and the huge screws and rudder were removed in drydock.

THERE HAVE ALSO BEEN several ships preparing to leave active service. Decommissioned were:

- Two old salts, *uss Castor* (AKS 1), and *Epping Forest* (MCS 7). *Castor* ended a 27-year Navy career, and *Epping Forest* closed out 25 years of service. Both ships saw action in the Pacific in World War II, and both ships were deactivated following the war. When hostilities broke out in Korea in 1950, the two ships returned to active service. *Castor* served as a support ship for logistics operations in Wansan, near Inchon. *Epping Forest* participated as a support ship for mine warfare forces and as a unit of the amphibious forces.

Since that time both ships have been active in Seventh Fleet operations in the Pacific.

Originally named *ss Challenge*, *Castor* was launched in 1939 as the first C-class cargo vessel. She was converted by the Navy and commissioned on 12 Mar 1941. *Castor* was ordered to the Pacific in 1941 and survived the Japanese attack on Pearl Harbor.

In June 1947 she was deactivated and placed in the Pacific Group Reserve Fleet. Because of the Korean conflict she was reactivated in November 1950. In August 1954 *Castor* assisted in the evacuation of refugees from French Indo-China.

Epping Forest, a mine counter-measures support ship, was launched on 10 Mar 1943 and commissioned on 11 Oct 1943, whereupon she reported to the Pacific Fleet for duty. During WW II, she saw 20 months of continuous combat service, ranging from the 1944 invasion of Kwajalein to the 1945 battle for Okinawa.

bulletin board

New Uniform Changes Aim Toward Comfort, More Practical Appearance

The Chief of Naval Operations has approved several recommended changes to naval uniforms and uniform regulations.

The changes are the result of much hard work and thought by the Navy Uniform Board, which makes all recommendations for changes to *Uniform Regs* to CNO for approval.

The Uniform Board is constantly studying the Navy uniform, and continually effects changes relating to cost, comfort, suitability, and other considerations.

In accomplishing its mission, the Uniform Board keeps up with all new developments and manufacturing processes, and new items or materials are tested and retested to see if they would be suitable for an addition to the required seabag, or an optional item for Navy wear.

The Board also looks at suggestions from the Fleet, through the continuing flow of correspondence which comes to the Board for answer.

The purpose of all of these activities is, of course, progress. The Uniform Board wants the Navy uniform to be better—to cost less, fit better, be more attractive, and more functional than uniforms of the past.

Here are the latest changes to *Uniform Regs* which have been approved:

- Officers and chiefs no longer have to carry, or wear, those gray gloves while they are in blues, except for ceremonial occasions, or when standing the officer of the deck watch in port. The gloves must still be worn, however, with the overcoat or heavy raincoat.

- Blue cloth cap covers for officers and CPOs are no longer required, which means one less article for

them to worry about. The blue cap covers were hardly ever used anyway.

- A short sleeve version of the new enlisted working uniform approved by CNO last July has been adopted as an optional item. The comfort features of the new working outfit led to its adoption. It will be carried in the Navy clothing stores after supplies become available.

- Specifications for overshoes will be changed to a more modern type, using live, flexible rubber. The overshoes may be rolled and packed, or stowed in a locker.

- To reduce further the number of uniform articles required by officers, a formal dress uniform has been approved, consisting of the blue jacket uniform, with white tie, wing collar and waistcoat, for male officers on those occasions when a white tie uniform is appropriate. This uniform is required only for captains and above, and those officers assigned to duties where state or foreign protocol demands such dress. This replaces the evening dress uniform.

- To improve the nontarnishing characteristics and wear life of insignia, the specifications concerning their manufacture have been changed. Silver insignia, such as silver oak leaves, need only be one-twentieth silver-filled construction, which gives them about half as much silver as previously. This makes the insignia much less expensive, and also longer-wearing. Sterling silver and silver base lace insignia are still optional, however.

Gold lace ornamentation can now have a white metal base, rather than a silver base, which will make it, too, last longer without tarnishing.

- To allow officers to buy insignia in any U. S. military service supply outlet and to keep over-all costs down, minor changes in the specifications of collar insignia for lieutenants, lieutenants (jg), and ensigns have been approved. The new insignia is identical in design to the other services. No change in size has been made. The difference in appearance is barely discernible. Insignia now on hand and in stock may be worn until no longer serviceable.

- Male Nurse Corps officers have been authorized to wear the collar grade insignia and staff corps device in place of shoulder boards on their tropical white long uniform when it is worn as an indoor duty white uniform. Difficulties had been encountered with shoulder boards while handling patients.

- White shoes of synthetic leather substitute are authorized for officers and chief petty officers on an optional basis. The leather substitute meets standards of durability, economy and appearance.

- Career Counselors now have their own identification badge, which takes the place of the Career Appraisal brassard. Navymen with an NEC of 9588 or 9589, who are assigned as a career counselor or a career information and counseling school instructor, will wear the new badge.



New Criteria for Shipping Over— Make the Grade as a Petty Officer

Forget about shipping over if you can't or won't make a petty officer grade before your enlistment expires.

With few exceptions, this is the essence of the word on "reenlistment quality control" that is to go into effect 1 Nov 1969.

It means a strict addition to the usual reenlistment qualifications, with, in the words of BuPers Notice 1133 (26 Dec 1968), a view toward assuring "a nucleus of well qualified and dedicated careerists."

The BuPers Notice added: "It is essential that personnel being recommended for reenlistment have previously demonstrated a capacity for continued professional growth."

You do this by advancing to PO3 before the end of your enlistment. If you don't, and beginning 1 November, you risk having your request for reenlistment turned down.

The new rule should not be considered a general bad-mouthing of everyone who fails to make a petty officer rating. For example, it is common knowledge that some of the sharpest sailors in the Fleet breeze through their advancement exams but miss out on promotion because of quota limitations. In any such case, not only may the E-3 reenlist, he may very likely be encouraged to do so.

With this background in mind, here's a look at the Notice on Reenlistment Quality Control:

As defined for the new policy, "reenlistment" means:

- Reenlistment of Regular Navymen and Reservists on active duty.
- Reenlistment under conditions of broken service.
- Enlistment in the Regular Navy by Reservists.
- Voluntary retention on active duty of Reservists.
- Extension of active service for more than 12 months.

To be eligible for a first reenlistment, you must be a petty officer, or be in pay grade E-3 and have passed a Navy-wide advancement exam for PO3. You are not considered eligible for reenlistment if you pass a PO3 exam and are not advanced because your CO withdraws his recommendation, or your advancement is withheld for disciplinary reasons.

If you're a nonrated man who already has reenlisted, but have less than eight years' total service at EAOS, you may reenlist if you display "career motivation" and are approved for reenlistment by the Chief of Navy Personnel. Here, your CO's recommendation for your reenlistment should be sent to CNP no later than four months before your enlistment expires. Copies of any performance evaluation reports and service record pages 4, 6, 9 and 13 not previously sent to BuPers should accompany the recommendation. CNP reviews the case and then approves or disapproves the reenlistment.

You also may be exempt from the new requirement if you are approved for rating conversion.

Reservists who enlist for six years' total service (two years' active duty) are permitted a combination of active and inactive service totaling four years to



meet the requirement.

Extensions of active duty which have not become operative will ordinarily be honored. However, COs may cancel extensions that have not gone into effect for those no longer recommended for reenlistment. Although the new qualification is effective 1 November, when appropriate in the interim, COs are to act on requests for extension of active service in keeping with the spirit of the new qualification.

Of course, all the other general requirements for reenlistment, as discussed in *BuPers Manual* beginning with article C-1403, must be met by those who wish to ship over.

Full details on the latest requirements are contained in BuPers Notice 1133 (26 Dec 1968).

Vietnam Service Medal

A quick-n-easy reference for figuring Vietnam campaigns and the number of bronze stars to display with your Vietnam Service Medal has been issued in the form of SecNav Notice 1650 (9 Dec 1968).

The directive lists the various phases of U. S. operations in Vietnam — from the Vietnam Advisory Campaign which began in March 1962 to the yet-to-be-named campaign which began last April — and specifies seven inclusive dates for use in determining campaign awards of the Vietnam Service Medal.

Generally, and assuming you had "in country" or shipboard service which entitled you to the VSM in the first place, you add one 3/16-inch diameter bronze star to the medal's suspension ribbon and ribbon bar for each campaign in which you participated.

If you served in five Vietnam campaigns, you

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should display one silver star instead of five bronze stars.

Your commanding officer must certify that you are eligible for a campaign award. However, if you rate one and substantiating records are not available, you may work up an affidavit and certify that you served in a unit or on board a ship under conditions of eligibility for the Vietnam Service Medal.

Here are the Vietnam campaigns and dates listed in the SecNav Notice:

Vietnam Advisory Campaign—15 Mar 1962 to 7 Mar 1965

Vietnam Defense Campaign—8 Mar 1965 to 24 Dec 1965

Vietnamese Counteroffensive Campaign—25 Dec 1965 to 30 Jun 1966

Vietnamese Counteroffensive Phase II—1 Jul 1966 to 31 May 1967

Vietnamese Counteroffensive Phase III—1 Jun 1967 to 29 Jan 1968

Tet Counteroffensive—30 Jan 1968 to 1 Apr 1968

(No name established)—2 Apr 1968 to (date to be announced)

Path to Prep School and Naval Academy Is Open Again to Qualified Enlisted Men

ONE WAY the enthusiastic enlisted Navyman of today may reach the top tomorrow is to combine his enthusiasm with opportunity and apply for an appointment to the Naval Academy.

There are several ways to receive an appointment, but the most popular for the active duty or Reserve enlisted man is through a nomination from the Secretary of the Navy. Each year SecNav may appoint 85 members from the Regular Navy and Marine Corps and 85 members from the Naval and Marine Corps Reserves to Annapolis. All appointments are made on a competitive basis.

However, individuals who receive appointments under SecNav's Reserve quota are not required to attend



U. S. Naval Academy Preparatory School Seal

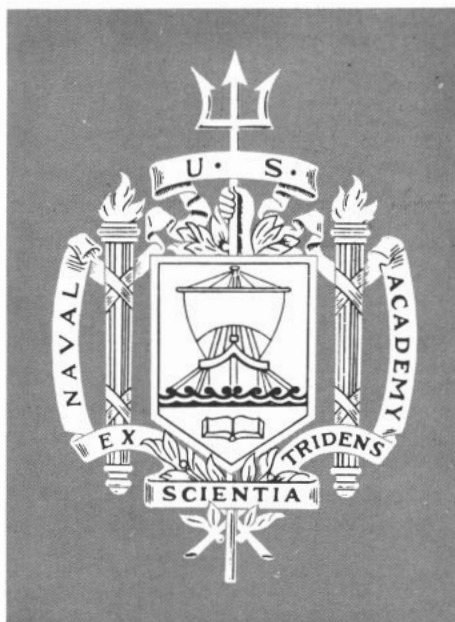
the Naval Academy Preparatory School, whereas the appointments given individuals under the Regular quota are awarded only to enlisted graduates of NAPS.

Nearly every other procedure for application for a

SecNav appointment is the same for both USN/USMC and USNR/USMCR applicants.

You might say the competition for a SecNav appointment begins with the idea of personal interest. In other words, you must possess the desire, the enthusiasm and sincerity to serve as an officer in the U. S. Navy. Above all, you must have dedication.

If you are willing to accept such a challenge, grab a pencil, sit down and start taking notes.



U. S. Naval Academy Seal

SPRINGBOARD to the Naval Academy is its preparatory school located at Bainbridge, Md. This school is designed to provide intensive instruction so that you might be better prepared for the academic, military and physical training curricula at Annapolis.

This year, the school will commence classes on 21 August, with the courses continuing through May 1970 for candidates who apply for the class entering the Academy in June 1970.

Deadline for submission of applications to the Commanding Officer, Naval Academy Preparatory School, has been established as 1 May 1969 for all applicants except those applying from recruit training commands and service school commands. Applications from recruits and students may be submitted up to 15 Jul 1969. In any case, early submission is encouraged.

Before submitting your application through your command channels, there are certain eligibility requirements that must be met which apply specifically to applicants wishing to enter the Prep School in August. The requirements, as contained in BuPers Notice 1531 of 23 Dec 1968, stipulate that the applicant must meet the following qualifications.

- Be a male, U. S. citizen who enlists before 1 Jul 1969.

- Have reached his 17th birthday, but not his 20th by 1 Jul 1969.

- Be single — never have been married — and of good, moral character.

- Have a combined GCT/ARI score of at least 120 (no waivers may be granted).

- Demonstrate strong motivation toward a career as a naval officer.

Physical eligibility rests primarily on the individual's being in excellent physical condition. If there is any doubt as to your qualification in this regard, refer to the *Medical Manual*, Articles 15-43 and 15-94.

Visual acuity is set at 20/20. Waivers may be granted to exceptional candidates with vision as poor as 20/100 in each eye, correctable to 20/20. However, bear in mind, only the most outstanding candidates with less than normal vision will be admitted to the Prep School since nominees must compete for waivers to Annapolis.

Academically, you must have 15 or more units of credit acceptable as preparatory work toward college studies; four of these units may be earned at the Prep School. For NAPS purposes, an acceptable unit is defined as a year's work in high school with a grade of C or higher.

Individuals who have been enrolled in a college or junior college and left that institution on probation with academic failures, or with a poor record, should not apply unless they have subsequently earned acceptable grades or include in their application sufficient justification for having low grades. Normally, anyone who has previously attended NAPS or another service academy preparatory school will not be eligible for admission.

When you set out to apply for a program such as this, it usually depends on a number of "ifs."

For instance, IF you are selected for admission to the Prep School this summer, you will be required to have a minimum of 24 months' obligated service as of 1 Jul 1969. Then, IF you graduate from NAPS and receive an appointment to the Naval Academy in 1970, you will be required to have a minimum of 24 months' active obligated service as of 1 Jul 1970. Should it become necessary for you to make an obligated service agreement to enter either NAPS or the Academy, it will become binding and may not be canceled, except under unusual circumstance. Therefore, should you become disenrolled at any time, you will be reassigned to the Fleet to fulfill your obligated active service.

While on the subject of obligated service, graduates from the Naval Academy receive a commission as either ensign, U. S. Navy, or 2nd lieutenant, U. S.



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Marine Corps, and serve a minimum of five years after graduation, in accordance with existing regulations.

There are those enlisted men who may receive a nomination for appointment to the Academy from some source other than SecNav. For example, nominations are available from the President and members of Congress, for sons of Medal of Honor winners, and for sons of deceased or disabled veterans.

If you have received a nomination from one of the above sources, you should submit an application for admission to the Prep School no later than 1 Aug 1969. If selected, you will be ordered to the school to prepare you for the nomination you already hold.

It's noteworthy that nominations made by members of Congress are for the Naval Academy and not for admission to the Prep School. Therefore, you need not correspond with your Congressman with regard to acceptance into the Preparatory School. But, after you have been selected to attend the school in Bainbridge, you are encouraged to apply for a Congressional nomination to enhance your opportunity for an appointment to the Academy from a source outside that of SecNav.

It narrows down to this. If you want to make the Navy your career, and you otherwise qualify academically and physically, it may be worth the effort it takes to begin reaching for the top in tomorrow's Navy, today.

When Bargain Shopping in Far East Be Sure to Follow These Regulations

IT'S NICE to be able to shop in Hong Kong or elsewhere in the Far East and take advantage of bargain prices, but while you're at it, observe the law and buy only items you are permitted to mail or carry into the United States.

This is the word from the Department of Defense on regulations which prohibit American citizens — service men and women as well as tourists — from purchasing or importing to the U. S. any goods made in Communist China, North Korea or North Vietnam.

As described in DOD's fact sheet "Shopping in the Far East" (DOD FS-54), the regulations are designed by the Treasury Department to make it difficult for these countries to obtain American dollars through the sale of goods.

The regulations specifically prohibit you from buying:

- Anything, anywhere that was made in Communist China, North Korea or North Vietnam.
- In Hong Kong, any article of traditional Chinese design, unless the seller can give you a certificate of origin acceptable to U. S. Customs.

If you attempt to mail or carry a prohibited item into the United States, the Customs Bureau will seize the article and chances are you'll never see it again.

How do you protect yourself?

For starters, shop at the Navy Exchange. All foreign-made items sold through military exchange outlets have been checked for quality as well as origin.

It Was Merry for Coral Sea

For the fourth year in a row, *uss Coral Sea* (CVA 43) and her crew were spending the last days of the old year and the first days of the new year in the same place — WESTPAC. But there was a big difference.

This was the result of a project called "To Tokyo With Love." It was a charter flight which brought 250 *Coral Sea* wives together with their husbands for Christmas.

Plans for the tour had started four months before the ship left San Francisco for the Western Pacific. *Coral Sea* had taken on the huge task of chartering a passenger aircraft; making hotel reservations; arranging for shots, passports and visas; and handling all financial arrangements.

Lieutenant Commander Jim Messegee, *Coral Sea's* assistant navigator, and Lieutenant (jg) Russ McCurdy, the ship's Public Affairs Officer, took on the job of getting competitive bids for the round trip airline flight; contacting and making arrangements for hotel reservations with four of Tokyo's largest hotels, and finalizing sightseeing and skiing trips for the 250 men and their wives.

The round trip air fare was \$315.00, less than half the normal commercial charge. *Coral Sea* crew-

members were given the opportunity to sign up for the tour on a first-come, first-served basis, and the breakdown was almost evenly split between officers and enlisted men.

Well in advance of the wives' arrival, the ship's CO, Captain James Ferris, passed the word to the crew: maximum leave and liberty would be granted during the ship's stay for both married and single personnel.

While the wives and husbands spent their 10 days touring Tokyo, or striking out on their own to ski, LT McCurdy remained in Tokyo smoothing out tour arrangements and making final plans ensuring all the women would make it to the airport for the departing flight back to the United States.

Amid the confusion while the wives were in Tokyo, LT McCurdy, although a bachelor, seemed to remain cool and enjoy himself. With the ladies safely aboard the return flight on 23 December, he seemed convinced it had been an undertaking worth the effort and chaos. Moreover, he voiced the belief that reunions similar to that sponsored by *Coral Sea* might well be adopted by other carriers as a welcome reprieve from the strain of combat duty.

— Jim Richmond, Airman, USN.

But keep your sales slips; you later may be asked to produce evidence that the article does not violate Treasury regulations.

If you do your overseas shopping outside the Exchange, you should also be aware of comparative prices and custom regulations, among other things.



Of course, you may purchase articles that are distinctive in origin, such as Thai silk, Indian brass and Filipino cloth, without violating regulations. But again, you are advised to keep your sales slip in case you are asked to declare the origin of a foreign-made item.

You should be particularly careful when shopping in Hong Kong, and your only protection there is the Comprehensive Certificate of Origin. Shop only in stores which display a poster that tells you certificates of origin are issued there. The seller, by issuing the certificate, guarantees the item does not violate U. S. regulations.

Certificates are required for items in the following categories purchased in Hong Kong:

- Brocaded items (bags, etc.)*
- Embroidered clothing*
- Cotton clothing (all types)*
- Brocaded clothing*
- Items with embroidery in the design*
- Cotton items (dolls, napkins, etc.)*
- Handkerchiefs*
- Silk clothing (except men's western-style suits and Indian saris)*
- Silk items, all types*
- Chinaware, pottery and ceramic articles*
- Hardwood furniture*
- Ivory articles*
- Lace items, all types*
- Linen items (table cloths, napkins, etc.)*
- Tapestries, needlepoint items*
- Carpets, rugs*
- Jade, opal, semi-precious stone articles (jewelry, figurines, bowls, etc.)*

Items in the following categories may not be imported into the United States from ANY country unless proof of origin in compliance with Treasury regulations is obtained at time of purchase:

- Antiques, Chinese and Chinese type*
- Chinese type clothing*
- Furniture of Chinese design or styling*
- Wigs*
- Art objects of traditional mainland Chinese design.*
(Items of this type made in Japan, other than antiques, are not prohibited.)
- Brass trays, articles of traditional mainland Chinese design*
- Rugs of Chinese design*
- Jade stones (cut but not set)*
- Wastepaper baskets, folding Chinese style.*

Navy's Trap and Skeet Team Offers Opportunity for Top New Talent

IF YOU'VE EVER had any success as a shotgun shooter, there may be a berth waiting for you on the U. S. Navy Shotgun Team-at-Large.

At present the team consists of 20 topnotch skeet and trap shooters, ranging from an airman apprentice to a rear admiral. They have no common duty station; they are assigned to ships and stations around the world. Because of this, many of them have never met nor fired a round together. Nevertheless, all have distinguished records, and many have prided themselves in representing the Navy in national and international competition.

Last year five members of the team won championship titles, including the World Championship which is concurrently held by Senior Chief Aviation Ordnanceman Allen F. Buntrock and Tommy Heffron, Jr., a civilian from Groton, N. Y. Both men fired perfect scores during the regular competition, then succeeded in each shooting perfect strings of 800 targets during a two-day shoot-off. At the end of the second day when neither man had missed a target, the judges decided they would share the world title.

Chief Buntrock, now stationed at the Naval Auxiliary Air Station, Fallon, Nev., also won the 1968 Southern California Skeet Shooting Championship and holds the distinction as the current 12-gauge Military Champion.

One of his teammates, Airman Apprentice Bud Ireland, Jr., serving at the San Diego Fleet Training Center, proved to be a champion in his own right by walking away from the 1968 California competition with the Class AA 12-gauge and Class B 20-gauge honors. He fired 99x100 and 98x100, respectively, to earn the titles.

Rounding out the list of top Navy shotgun shooters for 1968 are Captain George Ricketson (MC), USN, Bureau of Medicine and Surgery; Commander Henry Brus, USNR, Navy, Marine Corps Reserve Training Center, Omaha, Nebr.; and Lieutenant Commander Roy Tandy (MSC), USN, Naval Hospital, San Diego.

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CDR Brus fired a 96x100 score to win the Class A 20-gauge Governor's Invitational Championship honors in Nebraska, while CAPT Ricketson and LCDR Tandy took national honors with their .410-gauge guns. The captain holds the .410-gauge honors (94x100) from the North-South Open Championships, and is the All Around Class A title holder (526x550) of the National Skeet Shooting Association's World Championships.

LCDR Tandy won the NSSA Class C .410 title with a score of 85x100.

All of these men's competitive scores, together with those of the other 15 members of the Navy team, are kept up to date by computer which tallies each shooter's monthly average. In this way, the team coordinator, assigned to the General Military Training Branch of the Bureau of Naval Personnel in Washington, D. C., is kept informed of who the top shooters are at any given time.

Use of this type system makes it that much easier for the newcomer who qualifies to become a member of the select 20.

The Navy stands ready to support you in your effort to make the team, if you so wish, so long as you otherwise meet certain requirements which have been established to insure that only those persons who show a sincere interest in the program receive the support equipment and ammunition.

Selection is based on an individual maintaining an average competitive score of 95 per cent or higher in either 12-gauge skeet or trap competitions.

Scores attained in registered competitions must be submitted to the Chief of the Bureau of Naval Per-

sonnel (Pers-C4312) who compiles the competitors' scores, feeds them to the computer and, as a result, makes the selections.

SAMIs Help

If you've done any shooting on Navy ranges, you've probably met a SAMI — Small Arms Marksmanship Instructor.

Assigned to his billet by BuPers, the SAMI assists and encourages individuals in shotgun training through a specific program geared to the development of the top shotgun shooters in the Navy for places on international teams representing the United States.

That's a big order, and one that requires close supervision, particularly over funds, equipment and ammunition to be used and expended while cultivating the marksman.

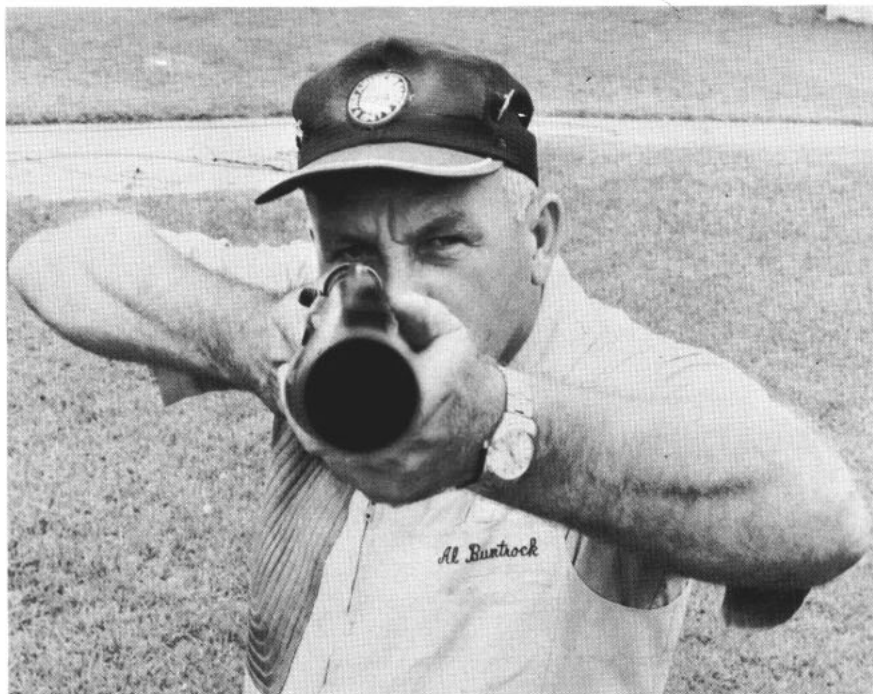
Shotgun training support is limited; therefore, the criteria for providing support to individuals must be based upon performance records, in particular, those of the National Skeet Shooting Association and the American Trap Association.

In other words, before a SAMI is authorized to issue to you either shot shell ammunition or a shotgun (as available) or other equipment to be used in association with Navy shotgun shooting, you must have registered within the past year a sufficient number of targets to meet either NSSA qualifications for regular classification, or the qualifications established for ATA classification.

Support may be made available to highly skilled shotgun shooters who, because of certain circumstances, have not participated in registered competi-

THE WORLD CHAMPION

BYE BYE SKEET—Senior Chief Aviation Ordnanceman Allen F. Buntrock, USN, sights down the barrel of his shotgun.





U. S. NAVY SHOTGUN TEAM

From Left to Right: Senior Chief Aviation Ordnanceman Allen F. Buntrock, USN; Lieutenant Commander Roy Tandy (MSC), USN; Captain George Ricketson (MC), USN; Airman Apprentice Bill Ireland, Jr., USN; and Commander Henry Brus, USNR.

tions. A new shooter who demonstrates unusual promise as a top competitor is also eligible for this support.

Because the interest in shotgun shooting far exceeds the funds available to support all those interested throughout the Navy, the support — such as guns, ammunitions, travel expenses and match entry fees — provided by BuPers must be limited to only the top 20 who have been selected to represent the U. S. Navy Shotgun Team-at-Large.

However, the Chief of Naval Operations, through OpNavInst 3591.1, has made it possible for commands to use appropriated funds to pay entry fees, travel and per diem expenses for competitors representing the command. These funds must be charged against the operating and maintenance allotment of the command.

In addition, CNO has authorized, under the same instruction, the use of appropriated funds to buy necessary skeet and trap equipment for a command's shotgun program not otherwise provided by the Navy.

Based on their performance in registered shotgun

competitions, some of the more highly qualified members of the Team-at-Large may be nominated to compete at the annual Armed Forces Championships, the Interservice-International Championships, the World Skeet and Grand American Trap Competitions, and the final tryouts to represent the United States in the Pan American Games, Olympics and World Shooting Championships.

To pave the way toward these competitions, individuals highly experienced and proficient in standard American skeet and trap shooting may receive special materials and financial support to train for international type skeet and trap shooting. In the meantime, the shooter must not let his standing with the American skeet and trap methods of shooting decline.

Some shotgun shooters develop a high competitive capability for both skeet and trap. Others become proficient in only one field of shooting, or in only one class or gauge. Whichever, the merits of each individual are analyzed by the BuPers Small Arms Marksmanship Training Program manager who determines which shooters will receive the available support.

From that moment on, success as a marksman-champion demands dedication to training. Ask any one of today's top 20 Navy shotgun shooters.

Billets for Marksmanship Instructors

Small Arms Marksmanship Instructor billets are located at 23 sites in the U. S. and overseas. They are:

ComOne, ComThree, ComFour, ComFive, ComNine, ComEleven, ComTwelve, ComThirteen, ComFourteen, ComSeventeen, ComNaTechTra, ComNavAhTra, ComNaBaTra, NAS Jax, NAS Key West, NAS Atsugi, NavSta Subic, NavSta Guam, NavSta Charleston, NavSta Gitmo, PhibScolCom Coronado, NTC Bainbridge, and NavSta Annapolis.

Persons interested in competitive skeet or trap shooting are encouraged to talk with a SAMI to learn more on how to train for a possible position on the Navy's Shotgun Team-at-Large.

List of New Motion Pictures Available To Ships and Overseas Bases

The list of recently released 16-mm feature movies available from the Navy Motion Picture Service is published here for ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

The Heart is a Lonely Hunter (C): Drama; Alan Arkin, Sondra Locke.

Rachel Rachel (C): Drama; Joanne Woodward, James Olson.

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Hammerhead (C): Mystery Drama; Vince Edwards, Judy Geeson.

The Lost Continent (C): Adventure Drama; Eric Porter, Hildegard Knef.

The Detective (WS) (C): Drama; Frank Sinatra, Lee Remick.

Rosemary's Baby (C): Drama; Mia Farrow, John Cassavetes.

Interlude (C): Drama; Oskar Werner, Barbara Ferris.

Follow that Camel (C): Comedy; Phil Silvers, Jim Dale.

The Battle of Anzio (WS) (C): Drama; Robert Mitchum, Peter Falk.

Tender Scoundrel (C): Comedy; Jean-Paul Belmondo, Robert Morley.

For Love of Ivy (C): Comedy; Sidney Poitier, Abbey Lincoln.

Duffy (C): Comedy; James Coburn, James Mason.

Subterfuge (C): Drama; Gene Barry, Joan Collins.

Dayton's Devils (C): Action Drama; Rory Calhoun, Leslie Nielsen.

Single Room Furnished (C): Drama; Jayne Mansfield, Dorothy Keller.

The Ugly Ones (C): Western; Richard Wyler, Thomas Milian.

Paper Lion (WS) (C): Comedy; Alan Alda, Lauren Hutton.

The Bliss of Mrs. Blossom (C): Comedy; Shirley MacLaine, Richard Attenborough.

The Secret Life of an American Wife (C): Comedy; Walter Matthau, Anne Jackson.

The Angry Breed (C): Drama; Jan Sterling, James MacArthur.

Navy Federal Credit Union Begins Operation of Cable Loan Service

FAST, dependable, low-cost credit became available to Navymen in the Mediterranean area when the Navy Federal Credit Union recently put its Cable Loan Service in operation in Rota, Spain, and Naples, Italy.

The new Cable Loan Service, provided under an agreement between the Navy Ship's Store Office and the NFCU, is designed to give NFCU members a rapid means of financing U.S.-manufactured automobiles and other high cost items purchased through overseas exchange facilities. In Rota, Spain, the loan service is available at the exchange personal services desk, while the NFCU representative is located in the U. S. Naval Support Activity Administration Building in Naples, Italy.

A spokesman for the Washington, D.C.-based credit union, which has assets exceeding \$90 million, said the Cable Loan Service was inaugurated as a service to NFCU's overseas members. Four other CLS sites, hopefully, will be opened sometime this year, he added. An NFCU representative at each site will be available to provide financial counseling and assist in completing loan applications.

The Cable Loan Service is provided in addition to regular telephone and mail savings and loan services. It is consistent with the recent recommendations of

a House Committee on Banking and Currency subcommittee which studied the nature and scope of credit problems facing servicemen stationed in Europe. It concluded that an onsite credit union representative and direct communications between the military base and the credit union home office in the U. S. would best serve military personnel assigned duty in Spain.

As a result, the service initially began in Spain and within a month was begun in Naples.

Members in either Rota or Naples who wish to borrow money from the NFCU should complete the cable loan application available at the personal services desk in the Navy Exchange, Rota, or the NFCU office located in the Administration Building, Naval Support Activity, Naples. Completed cable loan applications are transmitted by Telex to NFCU, Washington, D.C., where, in normal circumstances, loans are approved within 24 hours. The credit union pays the cost of all cable transmissions.

Always a Member

The Navy Federal Credit Union's policy of "once a member, always a member" assures lifetime, worldwide credit union service to all members who maintain their accounts with NFCU.

New memberships may be accepted in foreign countries from any of the following categories:

- Navy and Marine Corps officers.
- Navy and Marine Corps enlisted men and women stationed in or assigned to ships homeported in foreign countries.
- Navy and Marine Corps enlisted men assigned to a Fleet unit and using Navy Exchange facilities ashore in a foreign country who are not members of another credit union that provides full service to its members overseas.
- U. S. citizen employees of the Department of the Navy who are working in a foreign country.

Application for a loan and membership may be made concurrently.

The Navy Federal Credit Union is an association of more than 115,000 Navy and Marine Corps military and civilian personnel who have created a source of low-cost credit for themselves and their families by saving collectively.

The credit union lends money to all its members at the rate of 4/5 of 1 per cent per month on the unpaid balance. This is a simple annual interest rate of 9.6 per cent.

Loans of up to \$2500 may be granted on signature alone if the individual's financial situation warrants; loans of up to \$10,000 are available with sufficient collateral.

NFCU auto loans may be for amounts of up to 75 per cent of the manufacturer's U. S. list price of a new car or up to 75 per cent of the current NADA value of a used car, plus an additional amount on signature if the individual qualifies.

Brochures containing information on NFCU may be obtained at Navy exchanges located in foreign countries, or by writing the Navy Federal Credit Union, Main Navy Building, Washington, D. C. 20360.

Correspondence Course List Is Revised

One new correspondence course has been issued for Navy enlisted men and nine other enlisted courses, plus one for both officers and enlisted men, have been revised.

A new course has also been issued for officers while four other officer courses have been discontinued.

The new and revised courses are available through the Naval Correspondence Course Center, Scotia, N.Y. 12302.

The new enlisted course is:

- ECC *Data Systems Technician 1 and C*, NavPers 91234. CONFIDENTIAL.

The nine revised correspondence courses for enlisted men are:

- ECC *Aviation Boatswain's Mate E 1 and C*, NavPers 91672-B; supersedes NavPers 91672-A.

- ECC *Lithographer 3 and 2*, NavPers 91471-1A; supersedes 91471-1.

- ECC *Boilerman 2*, NavPers 91512-4; supersedes 91512-3.

- ECC *Boilerman 3*, NavPers 91511-2; supersedes 91512-3.

- ECC *Aviation Machinist's Mate J 3 and 2*, NavPers 91582-A; supersedes 91582.

- ECC *Machinist's Mate 1 and C*, NavPers 91504-F; supersedes 91504-E.

- ECC *Commissary 1 and C*, NavPers 91443-2D; supersedes 91443-2C.

- ECC *Engineman 1 and C*, NavPers 91521-H; supersedes 91521-G.

- ECC *Aviation Fire Control Technician 3 and 2*, NavPers 91634-3; supersedes 91633-1B and 91634-2A.

The correspondence course which has been revised

An Opportunity for Recruiting Duty

Have you noticed the back cover of this issue of *ALL HANDS Magazine*? It points up an opportunity for shore duty for qualified personnel in certain ratings as Navy recruiters.

Are you interested? For further information, check the following directives:

Recruiters must be qualified in accordance with the provisions set out in Chapter 4 of the *Enlisted Transfer Manual*, NavPers 15909 series. You must be also eligible in accordance with BuPers Notice 1306 (which lists the Seavey segment cutoff dates).

Volunteers are needed and, at this time, there is a particular need in the First, Third, Fourth and Ninth Naval Districts.

for both enlisted men and officers is:

- OCC/ECC *Disaster Control*, NavPers 10440-1; supersedes 10440.

The new correspondence course for officers is:

- OCC *Water Supply and Sanitation*, NavPers 10750-A.

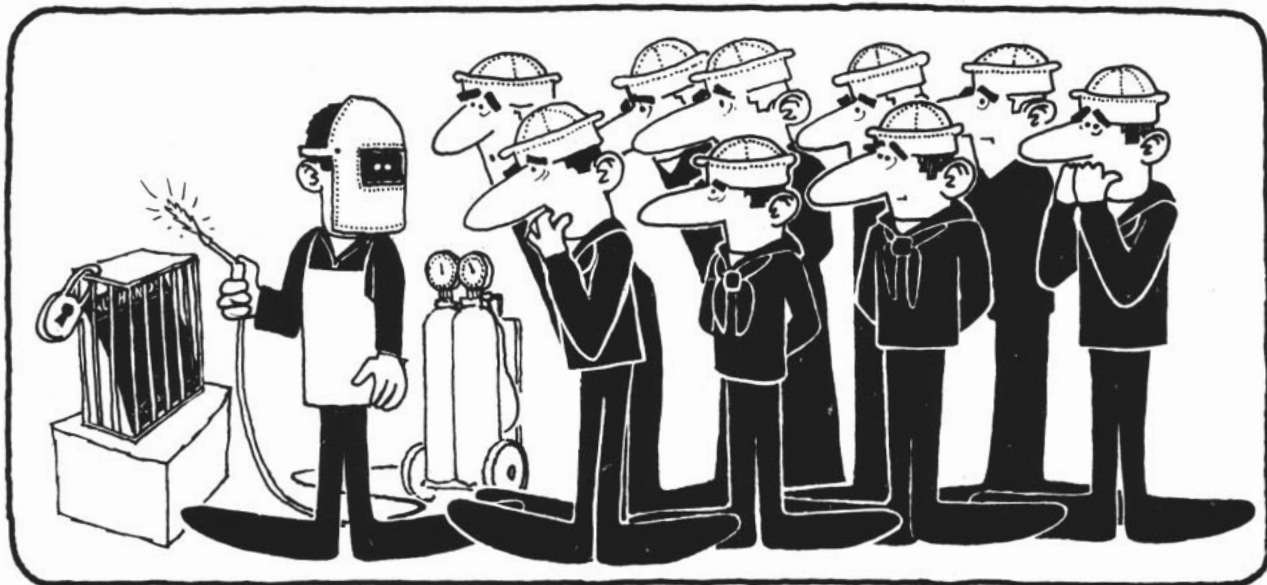
The four officer courses which have been discontinued are:

- OCC *Cold Weather Engineering*, NavPers 10910-A.

- OCC *Design Criteria for Mechanical Engineering Systems*, NavPers 10748-A1.

- OCC *Design Criteria for Structural Engineering*, NavPers 10749-A.

- Airfield Pavements*, NavPers 10751-A.



TURN ALL HANDS LOOSE—Remember there are nine other shipmates waiting to read this issue . . . so pass it on.

Check These Changes in CPO Evaluation Procedures

YOUR performance?

You are extremely effective and reliable. You work well on your own. Behavior?

You always act in the highest traditions of the Navy.

Leadership and supervisory ability?

You get the most out of your men.

Military appearance?

You wear the uniform with great pride.

Adaptability?

You get along exceptionally well with others and you promote good morale.

Nice; you're a 3.8 to 4.0 Navyman.

However, if you're a chief, senior chief or master chief petty officer, these cliches of praise (you've seen them over and over and over and over) don't mean much to an advancement or assignment board. You

may be outstanding, but so is almost every other chief in the Navy.

In many cases, word for word.

This is the main reason the familiar Report of Enlisted Performance Evaluation (NavPers 792) has been dropped as the format for annual evaluations on men and women in the top three enlisted grades.

Hopefully, the new form introduced this year, NavPers 18658, will do away altogether with rubber-stamp-like evaluations on E-7s, E-8s and E-9s.

BuPers Inst. 1616.7 says the new evaluation form is based on a number of precepts, which include:

- Chiefs perform in an outstanding manner in competing for senior grades, and therefore comprise a generally outstanding group.

- Adjectives such as "outstanding" and "exemplary" are ineffective in

distinguishing levels of performance among chiefs.

- Performance level differences among chiefs are minimal. However, effective selection requires that any differences be evaluated and reported.

- The evaluating officer in the field (Fleet) is in the best position to "compare ratee with others of his rate." This is sometimes difficult, particularly when, for example, there may be only one E-9 on board. However, there usually is no better way to evaluate than by using a "compare" basis. Here, the ability of the evaluating officer to single out the top performers as well as the ineffective ones is an important function of leadership and responsibility of command.

The new evaluation report gives a more detailed accounting of the

Some Ratings Decompressed, Others Reestablished, at E-8 and E-9 Levels

A recent BuPers study on the enlisted rating structure has resulted in the disestablishment of one E-9 rating, the decompression of three job titles, and the reestablishment of eight senior and master chief petty officer ratings.

As it now stands, senior chief machinist's mates and boilermen no longer will work toward the title of Master Chief Steam Propulsionman since this rating title has been erased from the general rating structure chart.

The three occupational titles, both at the E-8 and E-9 levels, which have been decompressed are Torpedoman's Mate, Quartermaster and Storekeeper.

Reestablished in the rating structure are:

- Master and Senior Chief Mine-man.
- Master and Senior Chief Aviation Storekeeper.
- Master and Senior Chief Signalman.
- Master Chief Ship's Serviceman.
- Master Chief Aircrew Survival Equipmentman.
- Master Chief Aviation Maintenance Administrationman.
- Master Chief Machinist's Mate.
- Master Chief Boilerman.

This latest rating change, effected on 15 February, was announced through BuPers Notice 1440, which applies to all Regular and Reserve, active or inactive members.

Those affected by the revisions do not necessarily have to whip out the needle and thread to sew on any new rating badges. Instead, they may automatically retain their present rating if it remains the same as the rating in which they have been serving all along.

In other words, a master chief quartermaster, who advanced up the QM promotion ladder, may remain a QMCM. On the other hand, if his path of advancement to QMCM was up the Signalman ladder, he may request to remain a QMCM (which he became as a result of the previous compression ruling) rather than revert to SMCM.

However, if he wishes to do so, he may thread the needle and switch back to his signalman status, or request a change to another rating, altogether.

The same procedure applies to each of the ratings mentioned above with the exception of the Master Chief Steam Propulsionman rating. Individuals in this category must revert to either Master Chief Machin-

ist's Mate (particularly those with NEC 33XX) or to Master Chief Boilerman.

With regard to promotions, the exams taken in February 1969 were based on the compressed rating structure. Therefore, special measures are being taken at the Examination Center in grading those exams to insure that candidates are competing only among their contemporaries in the revised rating structure. New exams will be available for the February 1970 examination cycle, according to the Notice.

Individuals slated to be advanced on 16 April and 16 June, as a result of selections by the 1968 Selection Board, will be promoted in the new path of advancement prescribed by the revised rating structure shown here:

E-7	E-8	E-9
QMC	QMCS	QMCM
SMC	SMCS	SMCM
TMC	TMCS	TMCM
MNC	MNCS	MNCM
PRC	PRCS	PRCM
AZC	AZCS	AZCM
MMC	MMCS	MMCM
BTC	BTCS	BTCM
SHC	SHCS	SHCM
SKC	SKCS	SKCM
AKC	AKCS	AKCM

chief's status and performance. Until your division officer (or whoever else does your evaluation) gets used to the form, he probably will spend more time preparing it than he did the old NavPers 792. The latter still is used for evaluations on those in grade E-6 and below.

In addition to your name, duty station, description of primary and collateral duties, and any special assignments you may have had, the report wants to know how many people you supervise and if your billet level is above or below your pay grade.

The evaluating officer is asked whether he bases the report on frequent or infrequent observations. He also makes recommendations for your future duty assignments.

In the evaluation section of the form (see cut), specific traits to be marked are performance of duty; endurance; personal appearance; cooperativeness; reliability; initiative; conduct; potential; resourcefulness; leadership (separate marks for directing and counseling); verbal expression (separate marks for writing and speaking); over-all evaluation; and trend of performance during the marking period.

Here, the marks assigned must reflect your performance in comparison with others of your rate and rating. For example, a DCCM should be compared only with other DCCMs.

However, if you are on a special assignment, such as recruiter duty, you would be compared with others in your pay grade who perform similar duties.

For each category, the evaluating officer marks you in one of the 10 percentage zones, or "not observed."

It is presumed that you fall within the "typical outstanding" zone, unless the quality of your performance can be distinguished as above or below that of others with your rate and rating.

Therefore, if you're a "typically outstanding" chief, you would appropriately be marked in the "top 50 per cent" or "bottom 50 per cent," as the evaluating officer sees fit.

However, if you are something more (or less) than "typically outstanding," you could be placed in the top 30 per cent, top 10 per cent,

19. EVALUATION SECTION		The Typical Outstanding Chief Of Ratee's Rate	
		BOTTOM	TOP
Compare ratee with all others of his rate known to you. Mark only the smallest top or bottom percentage which applies.		<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> 50% 30% 10% 5% 1% </div> <div style="text-align: center;"> 50% 30% 10% 5% 1% </div> </div>	
*Any mark in top/bottom 10, 5 or 1% requires individual justification in Section 19S.			
NOT OBSERVED			
A. PERFORMANCE OF DUTY	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
B. ENDURANCE	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
C. PERSONAL APPEARANCE	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
D. COOPERATIVENESS	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
E. RELIABILITY	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
F. INITIATIVE	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
G. CONDUCT	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
H. POTENTIAL	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I. RESOURCEFULNESS	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
J. LEADERSHIP	Directing	<input type="radio"/>	<input type="radio"/>
K. LEADERSHIP	Counseling	<input type="radio"/>	<input type="radio"/>
L. VERBAL	Writing	<input type="radio"/>	<input type="radio"/>
M. EXPRESSION	Speaking	<input type="radio"/>	<input type="radio"/>
N. OVERALL EVALUATION	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
O. TREND OF PERFORMANCE DURING THIS PERIOD:			
Declining <input type="radio"/> Improving <input type="radio"/> Steady <input type="radio"/> Inconsistent <input type="radio"/> First report for ratee <input checked="" type="radio"/>			
P. YOUR ATTITUDE TOWARD HAVING RATEE CONTINUE UNDER YOUR COMMAND:			
Prefer not to have <input type="radio"/> Willing to have <input type="radio"/> Pleased to have <input checked="" type="radio"/> Particularly desire to have <input type="radio"/>			
Q. DURING THIS PERIOD HAS RATEE BEEN:			
		YES	NO
(1) Individually reported on in any commendatory way?		<input type="radio"/>	<input checked="" type="radio"/>
(2) The subject of disciplinary action (either military or civilian)?		<input type="radio"/>	<input checked="" type="radio"/>
If YES, explain in Block 19R.			

top five per cent or top one per cent; or conversely, bottom 30 per cent, bottom 10, etc.

Justification must be written into the report only if you are marked in the top or bottom one, five or 10 per cent.

The reporting officer also is asked whether he is pleased to have you on board, and must specify whether the trend of your performance is steady, inconsistent, declining, or whatever.

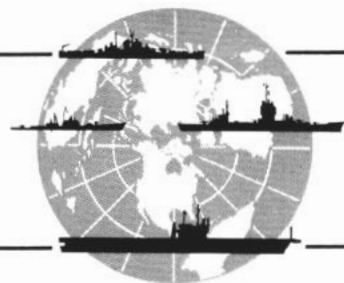
Since the form is processed by computer and scanned electronically,

it must be filled out with graphite pencil.

By the time you read this, evaluations using the new form should have been made on schedule for chiefs (16 Jan 1969) and senior and master chiefs (16 Feb 1969). Commands which did not receive copies of the form and the implementing directive in time to meet the January and February marking schedules were to delay evaluations until the new forms arrived.

Full details on the new evaluation report are in BuPers Inst. 1616.7.

Letters to the Editor



Serialized Correspondence

SIR: The *Correspondence Manual*, the guide used by yeomen to prepare letters, states that serial numbers are not required on unclassified correspondence, but that classified correspondence shall be serialized.

Many a yeoman will tell you, I'm sure, that their commands, nevertheless, do serialize unclassified correspondence regularly.

Aside from the *Manual*, is there anything in writing to which I can refer regarding this serialization problem?—T. G., YN2, USN.

●There are no written Department of the Navy guidelines concerning serialization of correspondence, except for those contained in the "Correspondence Manual."

Where security classification is involved, the procedure of using serial numbers is for the purpose of positive accountability. This, too, may be the reason some commands use them on unclassified correspondence, particularly when more than one letter is sent to the same addressee on the same date.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers G15, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

Efficiency experts have discouraged the use of serial numbers on unclassified correspondence since, in many cases, their value is more than offset by their cost in time and effort.

In other words, when used outside their intended purpose, to aid in the accountability of classified correspondence, serial numbers tend to facilitate unessential controls.—Ed.

CPO Mess President

SIR: To quote *Navy Regs*, the president of a CPO mess on board ship should be "the chief petty officer who is senior for purposes of military authority." This makes sense, of course, and usually it is easy to figure who among a group is senior.

Wave Serving With Navy Husband

SIR: I've been told that a Wave married to a Navyman is eligible for transfer to his duty station after she has served at her duty station one year.

Is this true?—E. L. W., DTAN (W), USN.

●In general, yes. But let's clarify the pertinent facts, as relayed to us from the people who deal directly with Navy's distaff corps.

After an enlisted woman has served a minimum of one year at her current duty station, she is eligible to be transferred at no cost to the government to duty within the general area (approximately 50 miles) of her husband's permanent duty station, home port or residence. The area must be one

where she can serve in both her rate and rating.

If a transfer is not possible, she is eligible for an honorable discharge by reason of convenience of the government six months from the date of her request.

However, if she has attended service school, she has an additional active duty requirement that must be fulfilled before she can be released from active duty.

These basic requirements, which are spelled out in the "Enlisted Transfer Manual" (Chapter 16.5), and the "BuPers Manual" (Article C-10306(3)), apply to all married enlisted Navy women whether their husband be a Navyman, a member of another military service, or a civilian.—Ed.

However, *Navy Regs* does not state that the mess president be the senior chief in the ship's company.

Does the absence of such wording mean that a chief who's on board for TAD, or a chief on board with a flag or staff allowance, could be the mess president?

For example, let's say the senior chief in a flag allowance embarked on board a heavy cruiser is a QMCS, while the senior chief of the ship's company is a GMCS. Since gunner's mate is two steps below quartermaster on the list of rating precedence for military seniority, the QMCS is the senior chief on board.

However, the consensus here is that the GMCS should be the mess president because he is permanently attached to the ship, while the QMCS is only temporarily assigned. On the other hand, some chiefs maintain that since *Navy Regs* makes no such distinction, the senior chief who belongs to the mess, be he permanent or temporary, should be its president.

Is there any official reference which can resolve this confusion? — D. C. G., QMCS, USN.

●First, take a look at article C-2103, "BuPers Manual," revised by change 17 last September, and you'll find there no longer is precedence among ratings for military seniority. This means, in your for-example situation, the QMCS is not senior to the GMCS by virtue of rating alone. (See next month's ALL HANDS for more on enlisted precedence.)

But, to cover eventualities, let's say the QMCS has been in grade E-8 longer than the GMCS, does indeed take precedence, and there still is confusion about which of the two should be president of the mess.

It's true that "Navy Regs" is not much help in resolving this specific problem — except that, for analogy, you can check the "Regs" on officer messes. Article 1812 limits the officer mess presidency to "the senior line officer in command or in succession to command." This means that officers of an embarked staff may not serve

as mess president, because they are not in the line of succession to command the ship.

By using the analogy, it could be concluded that in the spirit of "Navy Regs," the senior chief in the ship's company should be president of the CPO mess. It is believed that the generally short-term availability of a TAD, flag or staff senior chief, could make it impractical for him to function properly as the mess president.—ED.

More on Navy Tank Corps

SIR: I seem to be the 11th man on the totem pole, since the September 1968 issue has just reached me. I must say that, in spite of their determination, your nitpickers must have mislaid their fine-tooth combs, because they missed a big one in that issue.

You open the article "Desert Tank Corps" with the question, "Would you believe—a Navy Tank Corps?" I must ask you a related question: Where do you think tanks got their start? The answer is in the Navy—The Royal Navy, that is.

The article on Tanks in the 14th edition of the *Encyclopaedia Britannica* shows that the Right Honourable Winston Churchill was the only member of the Committee of Imperial Defence (that's the British spelling) who thought the idea of "landships" worth trying, and it was under Admiralty sponsorship that they were developed. It is even said that they were commissioned as His Majesty's Land Ships. Since they were too small to be self-accounting units, this can

Serving With Marines

SIR: Should chief petty officers attached to a Marine division wear bronzed (blackened) collar insignia or gold collar devices on the shirt?

U. S. Navy Uniform Regulations seem to favor the latter and that's what I have been wearing. I find, however, that gold on the collar draws numerous salutes from young and knowledgeable Marines. —O. H. Jr., HMC, USN.

• Experts on the subject tell us you are correct in wearing gold devices on your collar. As to the salute, we suggest you adopt one of two attitudes — grin and bear it or relax and enjoy it.—ED.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, *ALL HANDS* Magazine, Pers G 15, Arlington Annex, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• *USS Idaho* (BB 42) — A 50th anniversary reunion of all officers and enlisted men who served in *Idaho* will be held in Boise, Idaho, 21-24 August. For details write *USS Idaho* (BB 42) Association, 7130 Wheatley St., San Diego, Calif. 92111.

• *USS New Orleans* (CA 32)—The second reunion will be held 8-11 July, Jung Hotel, New Orleans, La. Contact NO-Boat Reunion, P. O. Box 773, Kingsville, Tex. 78363, for all details.

• *USS Pintado* (SS 387) — The first reunion of plankowners on the ship's 25th anniversary is scheduled for August to help launch *Pintado* (SSN 672) at Mare Island Naval Shipyard. Write to F. W.

Powers, 2100 E. 25th Place, Yuma, Ariz. 85364, for details.

• *USS Northampton* (CA 36)—The second annual reunion will be held 7, 8, 9 August at Northampton, Mass. For further information, contact S. T. Kinard, 1537 Chowkeebinnene, Tallahassee, Fla. 32301.

• *USS Canberra* (CA 70 and CAG 2) — Will hold its reunion 10, 11 and 12 October in New York City. For further details, write to Jerry Der Boghosian, P. O. Box 1602, Portland, Maine 04104.

• *V-12, Carroll College*—A reunion is being planned 17, 18 and 19 October for V-12 students who attended Carroll College, Helena, Mont., in 1943, '44 and '45. For details, write Alumni Office, Carroll College, Helena, Mont. 59601.

• *USS Pennsylvania* (BB 38) — A tentative date of 24, 25 and 26 October for a reunion of all former shipmates is being planned. For further information, write Walt Gage, 2508 Boulder Road, Altadena, Calif. 91001.

hardly be true. It was not until they showed definite promise of being effective in action that the War Office showed any interest.—Philip A. C. Chaplin, LT, RCNR (Ret).

• We rectify that omission herewith. The Naval History Division has filled us in on a few additional developments concerning the Royal Navy's involvement. It seems that during World War I, Ernest Dunlop Swinton, a lieutenant colonel in the British Army, developed an idea for a gasoline-powered armored vehicle that would move on revolving tracks. Col. Swinton made his proposal to the Secretary of the Committee of Imperial Defence, Sir Maurice Hankey.

The Secretary incorporated this concept in a memo to Prime Minister Asquith on the deadlocked war in France. Winston Churchill, First Lord of the Admiralty, saw the memo, understood the importance of the idea, and officially encouraged the use of Swinton's vehicles in a memo on 5 Jan 1915.

The Navy, as part of its responsibility for protecting Britain against air attack, had established air bases at Dunkirk, France. These bases were defended by armored cars which were not very satisfactory for crossing ditches and other obstacles. Churchill's "landships" were part of his search for better armored cars.—ED.

USNR to Fleet Reserve

SIR: Is an enlisted man, who has completed 12 years of continuous active duty and eight years of temporary active duty, eligible for transfer to the Fleet Reserve with pay on completing his twentieth year of service? —R. K. C., CDR, USNR.

• Yes.

Check Article C-13404 of BuPers Manual. It states that any enlisted member of the Naval Reserve on active duty—including temporary active duty—may transfer to the Fleet Reserve upon completion of 20 years active service provided all other requirements are met, that is, completion of any active duty agreements, served one year on board, etc.—ED.



WASH DAY—USS Wichita (AOR 1) tests washdown system during builder's trials. She will carry a variety of supplies including 8,900,000 gallons of fuel.

Evaluations

SIR: There is less-than-unanimous agreement in our admin division on how to interpret some instructions in the *BuPers Manual* on enlisted performance evaluations.

One side maintains that a regular evaluation should be made even though the man had a special evaluation worked up during the same reporting period.

The other side (mine) breaks out article C-7821 of the *Manual*, and reads paragraph (6) which says: "... at least one report for each marking period, either regular or special, is made . . ."

In other words, and to condense the dispute, I argue that when a man has a special evaluation made on him, there is no requirement for a regular evaluation at the end of the same reporting period. Another PN says I'm wrong. Am I?—H. M. K., PN1, USN.

●You're a qualified winner. The article you cite means exactly what it

says. An evaluation should be made at least once during each regular reporting period. If a man receives a special evaluation, and there is no substantial change in his performance, a regular evaluation is not required.

However, if a "significant portion" of a reporting period is not covered with a special evaluation, a regular report should be made. A "significant portion" is 90 days or more.—Ed.

K-9 Handlers

SIR: I would like to know more about the Navy's K-9 Corps—how a person becomes a handler, and whether or not he must have any special background or rating.—R. D. C., QMSN, USN.

●At the present time, the Navy uses sentry dogs primarily in Vietnam. Thirty-five teams have been assigned, with a team consisting of one dog and one handler.

Although the handler is a Navyman

and a volunteer with a marked liking for animals, the dogs are drafted from the Air Force. The Navy does not have its own source of K-9 supply or training.

The dogs are generally supplied from the kennels at Lackland Air Force Base, Texas. It is also there that the Navy volunteer attends an eight-week Sentry Dog Handler course, after completing a four-week Internal Security Force course at the Naval Amphibious School, Coronado, Calif.

A liking for dogs is only one quality an individual must display when he's considered as a potential handler. He must also be unusually resourceful, patient, dependable and intelligent. Furthermore, he must meet the volunteer requirements for Vietnam duty as described in BuPers Notice 1306 of 8 May 1968.

No specific height or weight requirements have been established, other than the usual good physical condition. A handler may be of almost any rating. However, handlers are usually in pay grade E-3; supervisors are in pay grade E-5 or above.

All this is somewhat academic, as the Navy K-9 detailer informs us that there is a waiting list for assignment as Sentry Dog Handler NEC-9541.

Nevertheless, if you wish more information, you may write to the Chief of Naval Personnel, ATTN: Pers B211RVN, Navy Department, Washington, D. C. 20370. Good luck.—Ed.

Claim Against Slow Mover

SIR: When I transferred from Pensacola to Jacksonville last summer, I was allowed one day travel time while my household goods were tagged to be delivered within eight days.

That's not too bad a ratio, I guess, except that my goods didn't catch up with me until 15 days later . . . "due to a lack of equipment . . ." so I was told by the mover.

In the meantime, I shelled out money for temporary lodging in Jacksonville, money which otherwise would have been better spent.

Since the mover didn't make delivery within his contracted eight days, is there any claim I can make to be reimbursed for this somewhat costly expense?—A. E. H., AE1, USN.

●Representatives of Naval Supply Systems Command (NAVSUP), Washington, D. C., who have responsibility for management and administration of the Navy's Personal Property Program, contacted the origin shipping activity, NAS Pensacola, in regard to your case and the records in Pensacola indicate that at the time you submitted your application for shipment, you indicated a preferred arrival date of 28 Aug

1968, for delivery of your household goods.

Under existing regulations, a mover is expected to make every effort to deliver a shipment on or before the preferred arrival date. But, if he is unable to meet his delivery date, he is obligated before that date to notify both the origin and destination Personal Property Transportation Officers of the circumstances causing the delay.

In your particular case, such notification was made—the mover informed the transportation officers that the delay was, in fact, due to a shortage of equipment, a condition that frequently occurs, so we're told, during the peak summer shipping season.

Nevertheless, delivery was made on 3 September, six days beyond the date you wished to have delivery made.

In some instances in which owners have suffered undue hardship because of an excessive delay beyond the preferred arrival date, movers—or carriers, if you prefer—have honored inconvenience claims for extra expenses incurred above the claimants' normal living expenses.

Such claims, however, are private matters between the owner of the property and the carrier. If you wish to submit such a claim, you will have to cite the extra expenses which you believe to have resulted directly from the carrier's failure to deliver your property with "reasonable dispatch."

The time allowed Navymen for travel between duty stations has no bearing on the time required for the transportation of personal effects by commercial moving companies. In your case, NAVSUP tells us that the normal transit time allowed for household shipments of the weight of your shipment, between Pensacola and Jacksonville, should have been seven days.—ED.

Department of the Navy

SIR: A question has bugged me from time to time during the past year or so—ever since I saw a directive which said, in effect, don't use Navy Department in letterheads and addresses. Make it Department of the Navy.

Fine, so which is it?

The Standard Navy Distribution List still uses Navy Department in some official addresses. However, the SNDL cover indicates it's a Department of the Navy publication.

I process official mail for my command, and believe I should address other commands properly.

Is there really any difference between Navy Department and Department of the Navy? Since I'm assigned to the Fleet, which do I come under?

Hope you don't think I'm some kind of weird, but it appears I don't know

whom I work for.—R. D. J., PN1, USN.

• No need to feel self-conscious about not knowing who the boss is. The answer is moderately complex.

However, the office for administrative management, Office of the Chief of Naval Operations, suggests a workable rule of thumb: Unless you work for a staff office, bureau, or headquarters in Washington, D. C., you are a part of the Department of the Navy.

Title 10 of the U. S. Code defines "Department of the Navy" as including the executive part of the Department of the Navy; the Headquarters, U. S. Marine Corps; the entire operating forces; and all field activities, headquarters, forces, bases, installations, activities, and functions under the control or supervision of the Secretary of the Navy.

General Order 5 defines "Navy Department" as including the central executive offices and bureaus of the Department of the Navy located at the seat of government.

Thus, the terms are not quite the same. Each has its official definition, and either may be used whenever the use is in keeping with its definition.

The people we referred your question to were not aware of any Navy-wide directive such as you cited. They suggest that it may have been issued by the Washington headquarters of the activity concerned.

They also point out that neither of

Retainer Pay Recomputed

SIR: I was recalled to active duty from the Fleet Reserve in March 1966 for a four-year additional tour. When I retired the first time, I had 19 years, six months and 10 days of military service, but by the time I'm released in 1970, I'll have 24 years' total service. This will make me eligible for a new retainer based on the 26-year pay level.

Question is, which pay scale will be used for the recomputation?—M. G., HMC, USNFR.

• Our fiscal wizard friends in the Comptroller's office tell us your new retainer pay will be recomputed based on the "present pay scale" (the one that went into effect July 1968) for 26 years' federal service.

The 1968 pay scale will be used because, as the law now reads, to be eligible to have your pay recomputed at the rate in effect when you are released from active duty you must serve on active duty at least two years and draw the same rate of pay during those two years.—ED.

the terms appears to be more advantageous for expediting mail. The SNDL, however, is the Navy's standard publication on mailing addresses, and should be followed. They feel that the use of a different format on the cover of the SNDL is not necessarily inconsistent, as the emphasis there is organizational identification for government-wide purposes.

One further point. Of the two terms, the preference of the Department is to use "Department of the Navy" on letterhead stationery and return addresses and indicia on envelopes. Instructions to that effect have been issued to the Navy Department.—ED.

Points for Advancement

SIR: I narrowly missed making chief in the August 1968 exams. I passed the test but my final multiple was one point below the minimum required.

I have no hard feelings; I understand the line must be drawn someplace. However, I am concerned about my educational services office not having figured my multiple credits for advancement two points higher.

Before the exam, I was told I could not be given two points credit for a Good Conduct Award I was to have earned as of 14 Nov 1968. I suspected the correctness of this. For one thing, my time in service and time in grade (make that two things) could have been figured as of 16 Nov 1968, even though I didn't need that leeway. For another, I recall August 1964 when I took the DK1 exam and was given two points credit for a Good Conduct Award I had not earned before the exam, but would have earned before terminal eligibility date after exam.

Whatever, I shrugged it off—not realizing that one or two points in a final multiple could be the difference.

Now, what must be an obvious question: Must a Good Conduct Award have been earned on the date of an advancement exam if it is to be included in a final multiple?

If not, and if my ESO made a mistake, do I have any recourse?—P. B. G., DK1, USN.

• Your ESO did not goof. Paragraph 401.2.1(18) of the "Advancement Manual" states that only awards received or authorized before an examination date may be used in computing the awards multiple.

This requirement has been in effect only since 1 Mar 1967—which explains why you were given credit for a Good Conduct Award you would have earned before your exam's terminal eligibility date in 1964.

The reason for the change? Some people were given credits for awards they never received.—ED.

It's Oglala, Not Ogallala

SIR: A chief friend of mine tells me there once was a ship with the same name as my hometown, Ogallala, Neb.

If so, would you please print a run-down on her history?—S. E. W., IC3.

• As near as our historical research friends are able to determine from their files in the Naval History Division, there has never been a ship named after Oglala, Neb.

There was, however, a ship with a name spelled very nearly the same: *uss Oglala* (ARG 1) (ex-CM 4), which was named after the Oglala tribe of the Dakota Sioux Indian nation. She is probably the ship your friend has in mind.

On the chance that O-g-a-l-l-a is a variant spelling of the Indian tribe, you may share with pride your association with *uss Oglala* who gave almost 30 years' service to the Navy.

She was built in 1907 in Philadelphia as the merchant ship *ss Massachusetts*, but was acquired by the Navy and placed in commission on 7 Jan 1918 as *uss Shawmut* to serve as a minelayer in World War I.

She helped lay the North Sea minefield, then remained on station a month after the armistice in 1918, bucking icy squalls and heavy seas. A short time after her return to Hampton Roads, she was refitted as an aircraft tender and began operating with the fledgling naval air arm in the early '20s.

(Yes, we know. There was an earlier

Retainer Pay Again

SIR: When one of our chiefs retires next year, he will have 21 years, nine months, and 12 days of active service, with no constructive time. Will he receive retainer pay based upon a 22-year percentage multiple and a 22-year base pay rate? If not, will he be required to extend his enlistment to complete a 22-year tour?—R. D. R., Lieutenant (jg) USN.

• As far as the Navy pay people are concerned, the chief will have completed 22 years' active service when he goes beyond 21 years and six months. This is true whether computing basic pay or percentage multiple.—ED.

Shawmut which was a gunboat of the Civil War era. There was also, briefly, a *Shawmut III* which was the ex-*uss Salem* (CM 11) before she was stricken from the Navy list. But we're talking about *Shawmut II*. You'll find a fairly complete discussion on the vicissitudes of such nomenclature in the January 1958 issue of *ALL HANDS*, followed by a briefer discussion in the August 1958 issue.)

On 1 Jan 1928, *Shawmut II* briefly received national recognition when her name was changed from *Shawmut* to

Oglala. The change was made as a gesture of appreciation in behalf of President Coolidge who was made an honorary chief of the Oglala tribe during a visit to the Badlands of South Dakota the year before.

Bearing her new name, *Oglala* assumed duties as flagship for Pacific Fleet Mine Division One. She aged quietly during the next 13 years, but nearly met her death during the Pearl Harbor attack.

Within two minutes after GQ sounded on 7 Dec 1941, *Oglala* had taken a torpedo blast that caved in her side, flooding the fireroom. As the firemen were escaping from the flood, a bomb landed between her and *uss Helena* (CA 75) further rupturing her hull and causing extensive waterline damage.

As it was apparent that she could not stay afloat much longer, it was decided to move her.

Two tugs managed to work their way alongside and tow her clear of *Helena* to dockside, where she was tied up. By 0930, she was listing 20 degrees and her gun crews could not stand steady enough to fire their weapons, so she was ordered abandoned. Thirty minutes later, survivors of her crew, who had meanwhile set up machine guns ashore, watched as *Oglala* rolled onto her port side in six fathoms of water.

Because engineers and salvage crews were needed to restore the larger ships damaged during the attack, it wasn't until months later that men could be spared to right the minelayer.

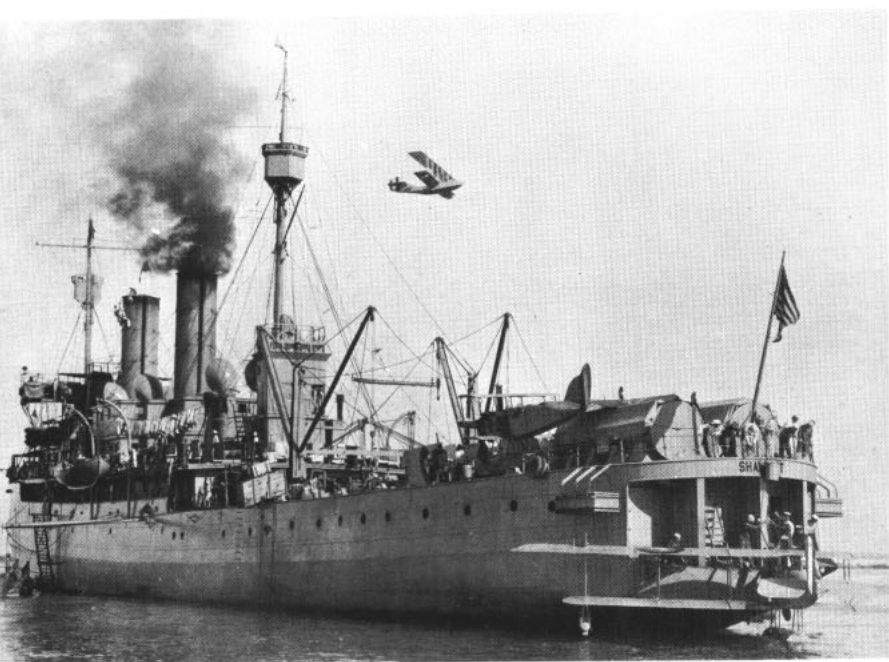
She looked a fright. Her superstructure was crushed; rust and mud clogged her engines, and her decks were covered with barnacles.

But almost overnight yardmen removed the rust and barnacles; replaced the damaged engine parts and constructed a temporary plywood superstructure which was set in place before *Oglala* charted a course for California on 23 Dec 1942.

For 13 months she was labored over at the San Pedro Terminal Island Navy Yard near Long Beach. During this yard period her classification was changed from minelayer (CM 4) to repair ship (ARG 1) and all necessary repair shop modifications were made. On 28 Feb 1944, she was again placed in full commission.

After sea trials and a shakedown, *Oglala* left for her new post in Milne Bay, New Guinea, where she furnished repairs to landing and patrol craft until 1 July that year. She then shifted her colors to Hollandia and later to San Pedro Bay, Leyte, Philippines, where she remained until the end of the war.

Upon returning to the U. S. *Oglala* was decommissioned and removed from the list of ships in March 1947.—ED.

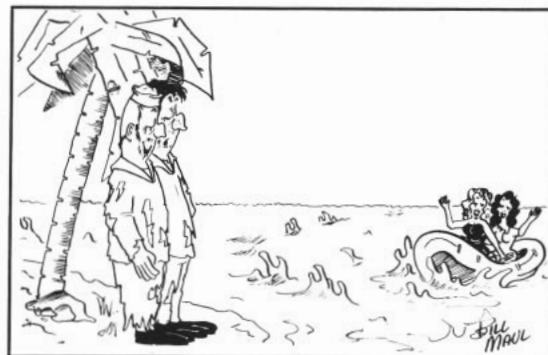


NAME CHANGE—USS *Oglala* (ARG 1) shown in 1920 when her name was USS *Shawmut*, an aviation tender. Ship was renamed *Oglala* in 1928.

Seasoned Humor



"Of all the miserable ports, this takes the cake."



"Act casual."



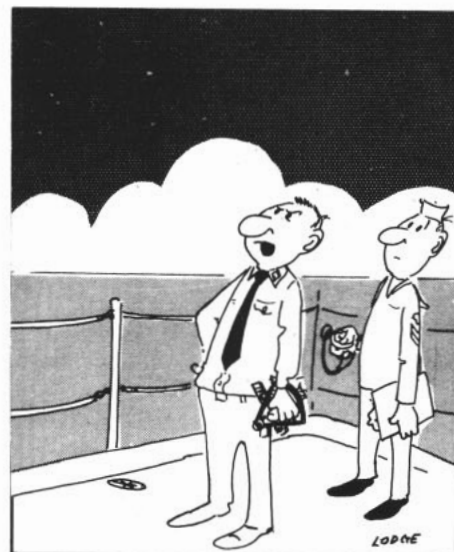
"Let's take him through the galley and scare the cooks."



"Goodness . . . I struck my finger."



"Notify the CDO that Miss Naval District and her court are arriving."



"So darn many satellites, you can't see the stars."

TAFFRAIL TALK

THE ENGINEERS aboard USS *Essex* (CVS 9) thought something was fishy when two condensers stopped functioning recently. When the condensers quit condensing, two engines lost vacuum, which caused more than a little concern.

An immediate investigation proved that the initial estimation of the situation was correct. An abundance of mackerel had been sucked into the condensers, clogging them.

Firemen netted 16 G.I. cans of fish from one condenser and six more cans from another. Further investigation found more fish in yet another condenser. One of the ship's engineers commented, "It must have been a good-sized school of fish for that many to enter."

"Guess these were the slow learners," remarked another.

Order was soon restored with everything functioning normally, but the *Essex* firerooms were left smelling saltier.



ONE CAN GAIN a certain amount of satisfaction from today's computerized, digitalized, memory-banked society. Modern man knows that every time he does something, whether it is a record-shattering trip around the moon, or something as mundane as frying an egg, somebody somewhere takes note of it.

No longer are everyday accomplishments lost to history as soon as they are completed. Instead, they become electronic impulses stored in a computer, or clicks recorded by a hand-held counter.

Princeton's tabulator noted that during the Western Pacific cruise (her 17th, since we're counting), the ship:

- Steamed 38,476 miles, spending 176 days out of 229 at sea.
 - Consumed 9,000,000 gallons of fuel.
 - Conducted 30 unreps, 17 of them with oilers.
 - Generated over 13,000,000-kilowatt hours of electrical power.
 - Distilled 18,000,000 gallons of fresh water.
 - Recorded 6775 helicopter landings on her flight deck.
 - Received 720 medevacs, including some 200 requiring major surgery.
 - Handled slightly over 60,000 messages, over 40,000 of them incoming.
 - Served more than 400,000 meals.
 - Fried, scrambled, or boiled more than 530,000 eggs.
 - Served 57,000 loaves of bread.
 - Cooked 420,000 pounds of meat.
 - Boiled, fried, or mashed 227,500 pounds of potatoes.
 - Issued more than \$2,000,000 worth of supplies.
 - Paid more than \$2,500,000 in payrolls.
 - Dished up more than 90,000 portions of ice cream and 650,000 cups of soda.
 - Washed 420,000 pounds of laundry.
 - Recorded some 900 showings of movies in various locations aboard the carrier.
 - Fed 58 miles of data processing cards into the computer.
- See, somebody up there counts—and cares.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. **ALL HANDS** prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event should be received preferably eight weeks before the first day of the month preceding the month of intended publication.

Address material to Editor, **ALL HANDS**, Pers G15, Navy Department, Washington, D.C. 20370.

• **AT RIGHT: NET WORK**—Helicopter airlifts a cargo net of dry stores to a waiting Seventh Fleet ship as the destroyer USS *Harry E. Hubbard* (DD 748) prepares to come alongside USS *Camden* (AOE 2) for refueling.—W. Hopkins, PH2, USN.

ALL HANDS



If we've got your
number, you've got
a future in recruiting.

GROUP

1

BM
QM
RD
SM
ST

5

SH
CS

9

AB
AC
AD
AE
AG
AK
PH

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AO
AQ
AT
PR
PT
TD

2

FT
GM
MT
TM

6

LI

AF
AV

Blue ratings have 40
or less billets.

3

DS
ET

7

BR
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EM
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ML

MM
MR
PM
SF
SP

4

IM

8

BU
SW



THE NAVY